

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5129

號六廿月三年二十三緒光

THURSDAY, APRIL 19, 1906.

四拜禮

號九十月四英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
Hon. Mr. C. W. Dickinson, Deputy Chairman.
E. Gutz, Esq., Hon. Mr. R. Shewan.
C. R. Leitzmann, Esq., N. A. Siebs, Esq.
G. H. Medhurst, Esq., H. A. W. Slade, Esq.
D. M. Nissim, Esq., H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.

INTEREST ALLOWED:
On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent per annum.
For 6 months, 3 per cent per annum.
For 12 months, 4 per cent per annum.
J. R. M. SMITH, Chief Manager.
Hongkong, 4th April, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent per annum.
Depositors may transfer at their option monies of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 1st May, 1906.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....\$5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND COMPANIES:
Königliche Seehandlung (Preussische Staatsbank).
Disconto-Gesellschaft (Preussische Bank).
S. Bleichroeder.

Berliner Handels-Gesellschaft.
Bank für Handel und Industrie.
Robert Warshawsky & Co.
Mendelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim & Co., Köln.
Bayerische Hypothek und Wechselbank, München.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO-GESELLSCHAFT.
INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
HUGO SUTER, Acting Manager.
Hongkong, 14th March, 1906.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.
PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,000,000 (£417,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES: Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotaradj, (Acheen), Telok-Semawe (Acheen), Bindjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2 per cent on daily balances.
Fixed Deposits 12 months 4 1/2 per annum.
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L. ENGEL, Agent.
Hongkong, 28th February, 1906.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 10,000,000
SPECIAL RESERVE FUND....." 1,000,000

Head Office.—YOKOHAMA.

Branches and Agencies:
TOKIO, HONOLULU.
NAGASAKI, SHANGHAI.
LYONS, NEWCHWANG.
SAN FRANCISCO, MUKDEN.
BOMBAY, PORT ARTHUR.
TIENSIN, CHEFOO.
PEKING, DALNY.
Kobe, TIE-LING.
LONDON, OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED
On Current Account at the rate of 2 per cent per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent per annum.

On fixed deposits for 6 months at 4 per cent per annum.
On fixed deposits for 3 months at 3 per cent per annum.
TAKAO TAKAMICHI, Manager.
Hongkong, 27th March, 1906.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE.—LONDON.
CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£875,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " 3 1/2 " "
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T. P. COCHRANE, Manager.
Hongkong, 18th May, 1905.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED.....\$10,000,000
CAPITAL PAID UP.....\$3,250,000
RESERVE FUND.....\$3,250,000

HEAD OFFICE: NEW YORK.
LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent per annum.
" " " 6 " " 3 1/2 " "
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H. PINCKNEY, Manager.
No. 9, Queen's Road Central.
Hongkong, 19th September, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.
WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
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7.30 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 8.30 p.m.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,365 tons	Captain H. D. Jones.
"POWAN"	2,338 "	" W. A. Valentine.
"FATSHAN"	2,260 "	" R. D. Thomas.
"HANKOW"	3,073 "	" C. V. Lloyd.
"KINSHAN"	1,995 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain G. F. Morrison, R.M.R.
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Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Wilcox.
"NANNING"	569 "	" C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchak-Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hao, Pak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

Fares:—Canton to Wuchow	Single \$15.00. Return \$25.00.
Canton to Tak-Hing	Single \$12.50. Return \$21.00.
Canton to Samshui	Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

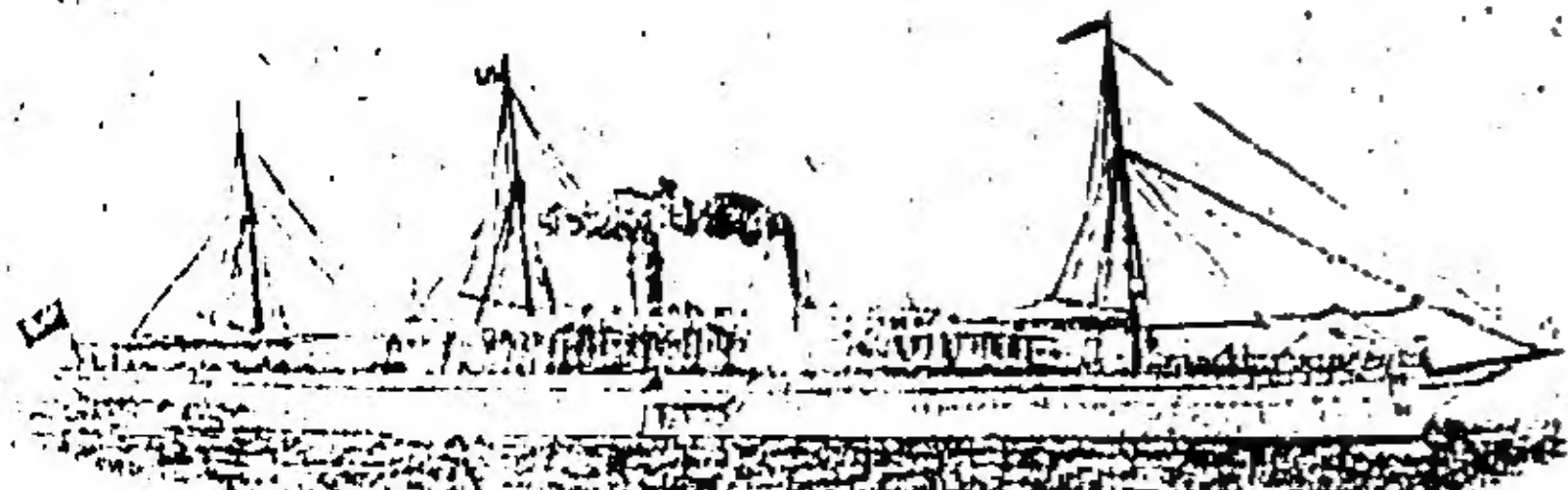
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	5,500	WEDNESDAY, May 2	May 26
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,425	WEDNESDAY, May 13	June 16
"EMPRESS OF CHINA"	6,000	WEDNESDAY, May 30	June 20
"EMPRESS OF INDIA"	6,000	WEDNESDAY, June 30	July 11
"ATHENIAN"	2,440	WEDNESDAY, June 27	July 21

THE Quickest route to CANADA UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, £60. St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through bills to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SENEGAMBIA	HAVRE and HAMBURG.	26th April
Peter	(Calling at SPOR, PENANG & COLOMBO)	Freight.
SEGOVIA	HAVRE and HAMBURG.	4th May
Schönfeldt	(Calling at SPOR, PENANG & COLOMBO)	Freight.
ISTRIA	MARSEILLES and HAMBURG.	8th May
Girstenbrau	(Calling at SPOR, PENANG & COLOMBO)	Freight.
C. FERD. LAEISZ	HAVRE, BREMEN and HAMBURG.	16th May
Meyerdelers	(Calling at SPOR, PENANG & COLOMBO)	Freight.
SITHONNIA	HAVRE and HAMBURG.	30th May
Brehmer	(Calling at SPOR, PENANG & COLOMBO)	Freight.
ANDALUSIA	HAVRE and HAMBURG.	14th June
Filler	(Calling at SPOR, PENANG & COLOMBO)	Freight.
VANDALIA	NEW YORK.	6th May
Hase	(Calling at SPOR, PENANG & COLOMBO)	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

King's Buildings.

Hongkong, 16th April, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GNEISENAU	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.

ON WEDNESDAY, the 25th day of April, 1906, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Capt. Malchow, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 23rd April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th April, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 24th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 1st May.
WILLEHAD	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR	3,227	TUESDAY, 26th June.

ON TUESDAY, the 1st day of May, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return £54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$120.00	\$120.
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$170.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For	STEAMER	About
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH	WEDNESDAY, 25th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 9th May.
YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, 9th May.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. O. & O. S. S. Co. T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 14th April, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates, and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made up the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

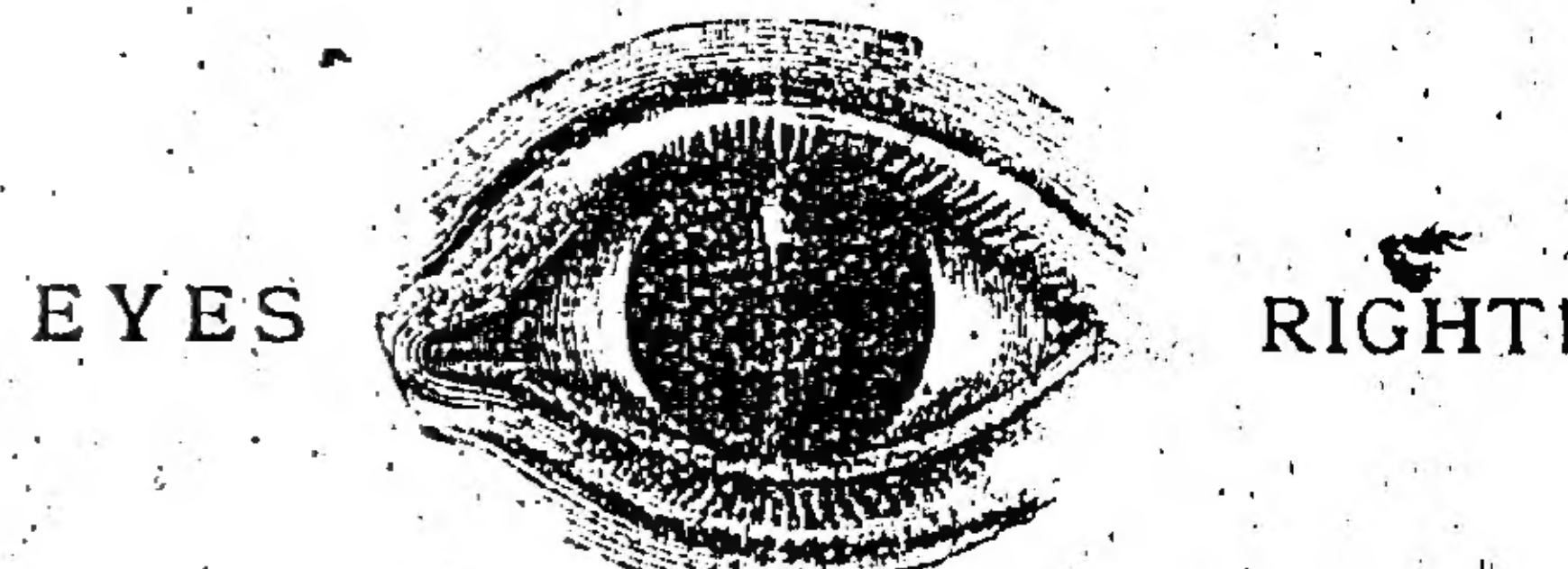
Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road. Hongkong, 27th November, 1905. [48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING" SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI" SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHONG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905. [14]

JAVA-CHINA-JAPAN LINE. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half April	JAVA PORTS	First half May
TJILATJAP	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May
TJIMAH	JAVA	Second half May	JAPAN VIA SHANGHAI	Second half May
TJILIWONG	JAPAN	Second half May	JAVA PORTS	Second half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, YORK BUILDINGS, 1st Floor. Hongkong, 16th April, 1906. [15]

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, AT 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905. [65]

FOR SALE.

WELSBACH'S INDOOR and OUTDOOR LIGHT GAS ARC LAMPS, Do. BOXED LIGHTS, Do. HART LAMPS, Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,

109, Des Voeux Road Central.

Hongkong, 10th April, 1906. [59]

Intimations.

Powell's

LADIES' OUTFITTERS,

 Alexandra Buildings,
Des Voeux Road.

NEW GOODS NOW ON SHOW.

WHITE AND CREAM SILK BLOUSES.

WHITE AND ECRU MUSLIN BLOUSES.

WHITE MUSLIN SHIRT BLOUSES with Linen Collars.

SILK AND LACE NECKWEAR.

BLACK AND TAN LISLE THREAD HOSIERY.

NEW WASHING GLOVES.

RIMMED AND UNTRIMMED MILLINERY.

 A splendid selection of
all of the above.

Inspection invited.
Wm. POWELL, Ltd.,
HONGKONG.
Hongkong, 5th April 1906.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortune is derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain times business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOL'S PREPARATION

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. "It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

PHILIPPINE COMPANY, LIMITED.

NOTICE OF MEETING.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the SHAREHOLDERS of the PHILIPPINE CO., LIMITED, will be held at the Offices of Messrs. BENNETT, KELLY & PORTS and that Article 56 of the Company's Articles of Association which was passed at an Extraordinary General Meeting held on the 11th day of April, 1906, will be submitted for confirmation as a Special Resolution.

RESOLUTION.

That the firm of Messrs. E. S. KADOORIE & CO. be appointed GENERAL MANAGERS of the Company in the place of Messrs. BENNETT, KELLY & PORTS and that Article 56 of the Company's Articles of Association be altered by substituting the words "E. S. KADOORIE & CO." for the words "Benjamin, Kelly & Potts."

J. F. WRIGHT,
Secretary.

Hongkong, 14th April, 1906.

HONGKONG CLUB.

NOTICE.

THE TWENTIETH YEARLY GENERAL MEETING of the MEMBERS of the HONGKONG CLUB will be held in the Club House, on THURSDAY, the 26th April, 1906, at 5 P.M.

By Order,

C. H. GRACE,
Secretary.

Hongkong, 18th April, 1906.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at Head Office, No. 2, Queen's Buildings, Hongkong, on SATURDAY, the 28th April, 1906, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account to the 31st December, 1905, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 18th April to the 28th April, both days inclusive.

By Order of the Board,

W. J. SAUNDERS,
Secretary.

Hongkong, 3rd April, 1906.

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of the MEMBERS of the above Club will be held in the City Hall, on SATURDAY, the 28th April, 1906, at 12.15 P.M.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 16th April, 1906.



SANITARY BOARD.

NOTICE.

IN view of the intimate relationship which exists between HUMAN PLAGUE and RAT PLAGUE, HOUSEHOLDERS are invited to report at once to the Secretary to the Board should they find their Premises infested with Rats.

RAT TRAPS and BIRD LIME may be obtained from the Secretary free of cost.

G. A. WOODCOCK,
Secretary, Sanitary Board.

Hongkong, 22nd March, 1906.

TRAGIC DEATH IN YOKOHAMA.

WELL-KNOWN FOREIGNER DROWNED.

The death is reported at Yokohama, under the most tragic circumstances, of Mr. A. T. Knapp, brother of Mr. A. M. Knapp, Editor of the *Japan Advertiser*. The *Japan Herald* states that on Wednesday morning, about seven o'clock, the body of a foreigner was discovered drifting in the creek near Kame-no-hashi. It was removed from the water and taken to the police-station, where a medical examination showed that life had been extinct for at least two days. There was a bad bruise on the head, but all the evidence pointed to death being caused by drowning. On the body were found some letters addressed to Mr. A. M. Knapp, and the body was subsequently identified as that of Mr. A. T. Knapp.

The deceased, says the *Herald*, who was for some time connected with the *Japan Advertiser*, was a man of brilliant talents. "As a musician, although he never performed in public, he had great ability, and his theoretical knowledge of the art could hardly be excelled. The many able criticisms of local concerts that have appeared from his pen in the columns of the *Advertiser* bore witness to his knowledge. Mr. A. T. Knapp was, we believe, a student of Cambridge University; he graduated with honours. Under other circumstances his high abilities would have made him conspicuous. As it is we can only regret that his career has been cut short by his untimely death."

JAPANESE FINANCE.

CRITICISM OF THE FINANCE MINISTER.

Mr. Sakatani, Minister of Finance, speaking at the recent meeting of the Japan Silk Association, remarked that the amount of national loan bonds in the hands of foreigners is roughly estimated at 1,300 million yen, and the annual interest payable would amount to more than 60 millions. This was by no means a light burden for the country, he continued, but if the silk trade were developed in future to such an extent as to double the present quantity of export—computed at 400,000 bales—the refunding of Japan's liabilities abroad would not be found so difficult as was imagined.

The *Nichi-Nichi*, commenting on the remarks of the Minister of Finance, says that if this statement is nothing more than an expression of his personal hopes it may be passed over unnoticed, but if he really believes that what he says will actually come to pass, the statement must not go unchallenged. It is not improbable that the exportation of raw silk may reach 2,000 bales, but it must be borne in mind that, with the increase of exports, imports will also increase. It is contrary to theory and practice that, while one branch of trade progresses, the other should remain stationary. In the earlier years of Meiji, as Mr. Sakatani says, nobody even dreamed of the prosperous condition of the silk trade which now exists, but, with the increase of exports, imports have also been considerably augmented—the latter almost invariably showing a preponderance over the former. Even if the export of raw silk develops into the flourishing state as suggested by the Minister of Finance, his expectations as to the paying-off of the debt by this means are not likely to be fulfilled, for the simple reason that the growth of imports will keep pace with the growth of exports.

There is a class of men who argue, continues the *Nichi-Nichi*, that the annual exodus of a huge amount of specie in repayment of debt would reduce the volume of currency, force down the prices of commodities, and will have the effect of encouraging exports while keeping down imports. Theoretically, this may be sound, but the critics have evidently forgotten to examine the other side of the shield. If this argument is correct, why does the trade of Italy show an excess of imports over exports annually? and similarly with Spain and Portugal? If the theory that the trade of a debtor country tends towards more exports than imports, the condition of trade of the countries named, which carry a large amount of debt abroad, should show more prosperity in export than is actually the case. The fallacy of the argument is apparent. The theory of repayment of debt by the anticipated increase of trade, therefore, is as unsound as it is misleading.—*Japan Chronicle*.

A NEW VIOLIN PRODIGY.

The ten-year-old violinist, Vivien Chantres, has been greatly honoured in Berlin. It was on the occasion of her debut there after having had many successes in Vienna. According to the *Musical Standard*, the concert took place at the Lyceum Club, the occasion being the celebration of the Kaiser's birthday. Little Vivien played the solo music of Max Bruch's concerto, accompanied by the composer himself. As the venerable, white-haired master stepped on to the platform holding the little girl by the hand, there was a murmur of sympathetic interest. "The really magnificent rendering of the beautiful work was listened to with hushed reverence. At the close of the dashing finale the enthusiasm and emotion ran high. Rosen were thrown to the little girl on the platform, and she gathered them up, with a charmingly impulsive gesture, tendered them to Max Bruch." The celebrated composer expressed himself as absolutely delighted with Vivien's interpretation of the work.

Vivien made her London reappearance at the Royal Amateur Orchestral Society's concert of February 13. She studied with Professor Sevcik, and first appeared in London on May 15, 1905, exciting at the time general amazement. She did not play as a full-blown artist like Mircha Elman, but then she was considerably younger than the boy violinist—about four years, a fact, of course, that must not be overlooked. She is the daughter of Mr. John Chantres, a London journalist. Her mother is well known by her pen-name, "Annie Vivanti," wherever poetry is read; her poetry has been translated into German, Danish, and Bohemian. Mrs. Chantres, who has been a journalist herself, has also written plays, and a drama from her pen has been played at the National Theatre, Prague.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by
PUBLIC AUCTION,
TO-MORROW,
(FRIDAY), and SATURDAY,
the 20th and 21st April, 1906, commencing at 2.30 P.M. on Friday, and at 11 A.M. on Saturday, at his Sales Rooms,
Duddell Street,
A LARGE QUANTITY OF
SILVER, IVORY, LACQUER AND
SANDALWOOD WARE.

Comprising:—

SILVER TEA SETS, VASES, CUPS, PHOTO FRAMES, HAND MIRRORS, UMBRELLA HANDLES, COCKTAIL SHAKERS, &c., &c.
IVORY BACKED BRUSHES, TRINKET and JEWEL BOXES, PHOTO FRAMES, FANS, CHESSMEN, HAND MIRRORS, &c., &c.
LACQUER TEA and CIGAR BOXES, CHESSBOARDS, HANDKERCHIEF BOXES, FANS, &c., &c.
SANDALWOOD JEWEL and TRINKET BOXES, CHESSBOARDS, PHOTO FRAMES, FANS, ORNAMENTS, &c., &c.
A Quantity of SILK EMBROIDERED HANDKERCHIEFS, TABLE COVERS and CUSHION COVERS, GRASS CLOTH TABLE COVERS, TRAY CLOTHS, and DOYLIES, &c.
PONGEE (Ribbed) SILK GAUZE, SILKS, &c.

AND
A Quantity of CANTON BLACKWOOD PHOTO FRAMES.
TERMS—As customary.
On view from Wednesday, the 18th April, 1906.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 19th April 1906.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
at his Sales Rooms, No. 2, Zeland Street,
ON
SATURDAY,
the 21st April, at 2.30 P.M.,
AND
TUESDAY,
the 24th April, at 3.30 P.M.,
A FINE COLLECTION OF
RARE OLD PEKING CURIOS.

On view from Friday.
Catalogues will be issued.
TERMS—As usual.

F. KIENE,
Auctioneer.

Hongkong, 18th April, 1906.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
SATURDAY,
the 21st April, 1906, at 3 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
A LARGE QUANTITY OF
JAPANESE WATER COLOURS, PICTURES, and OLD JAPANESE PRINTS.

Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 18th April, 1906.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by
PUBLIC AUCTION,
ON
THURSDAY,
the 3rd day of May, 1906, at 3 P.M., at their Sales Rooms, No. 8, Des Voeux Road Central, Victoria, Hongkong,
THE FOLLOWING
VALUABLE LEASEHOLD PROPERTY,

situate at Victoria, in the Colony of Hongkong, viz.:—
Lot 1.—All that PIECE OR PARCEL OF GROUND registered in the Land Office as Island Lot No. 15 together with the buildings thereon known as No. 48, Bonham Strand and No. 19, Burd Street area 2,576 square feet or thereabouts Term 999 years from the 26th day of December, 1850, created by a Crown Lease dated the 7th day of January, 1875, Annual Crown Rent \$45.43.
Lot 2.—All that PIECE OR PARCEL OF GROUND registered in the Land Office as Marine Lot No. 76 together with the buildings thereon known as No. 60 Wing Lok Street and No. 268 Des Voeux Road Central. Area 1,400 square feet or thereabouts. Term 999 years from the 26th day of December 1866 created by a Crown Lease dated the 22nd day of May 1867. Annual Crown rent \$24.68.
For further particulars and conditions of sale, apply to
Messrs. JOHNSON, STOKES & MASTER, Vendor's Solicitors,
or to
Messrs. HUGHES & HOUGH, Auctioneers.

Hongkong, 17th April, 1906.

For Sale.

NOW READY.

STOCKBROKERS' TELEGRAM CODE.
(SECOND EDITION.)

EXTENDED AND IMPROVED.

Price:\$70

Wong KISUM,

c/o P. O. BOX No. 111.

Hongkong, 7th April, 1906.

Notice of Firm.

CANADIAN PACIFIC RAILWAY COMPANY.

NOTICE.

DURING my absence and until further orders Mr. D. W. CRADDOCK will take charge of the Company's business at this port, and will act as GENERAL AGENT in charge of the territory hitherto controlled by me.

D. E. BROWN,
General Agent.

Hongkong, 18th April, 1906.

To Let.

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargoes.

Floor Area 5,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906.

TO LET.

"HAYTOR," THE PEAK, Immediate Possession.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 17th March, 1906.

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th February, 1906.

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 30th December, 1905.

TO LET.

GODOWN No. 1, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 27th June, 1906.

TO LET.

FROM THE 15TH MAY NEXT.

SEMI-DETACHED VILLAS, with 5 big Rooms, in Garden Road, Kowloon, near the Ferry Wharf. Electric Fittings laid on. Rent exceptionally low.

Apply to—

H. RUTTONJEE,
5, D'Agall Street,
or
Kowloon.

Hongkong, 16th April, 1906.

Hotels.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1901.

ORIENTAL HOTEL, MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS, Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—

THE MANAGER,
Macao, 16th October, 1906.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS, PRIVATE BAR and BILLIARD-ROOMS. HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER,
Hongkong, 4th December, 1905.

Intimations.



THE POPULAR SCOTCH IS "BLACK & WHITE"


JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

THE WINE GROWERS SUPPLY CO.


BARRETTO & Co.,

General Agents, Hongkong.

SHERRIES.

DIRECT SHIPMENTS FROM SPAIN.

Sherry \$8.00 per Dozen

Pale Sherry Dry (Gold Capsules) 10.00 "

Pale Sherry Dry (Red Capsules) 14.00 "

Gold Sherry (Yellow Seal) 15.00 "

Manzanilla (Red Capsules) 16.00 "

MADEIRA.

Silver Capsules \$12.00 "

Gold Do. 14.00 "

Red Do. 16.00 "

MARSALA.

Marsala \$12.00 per Dozen

MOSCATEL.

Gold Capsules \$10.00 per Dozen

Red Do. 12.00 "

MALAGA.

Dark Malaga \$8.00 per Dozen

White Do. 10.00 "

BARRETTO & Co.,

Agents,

Nos. 22 & 24, Bank Building, Queen's Road Central.

Hongkong, 10th July, 1905.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL
DISINFECTANT,
GERMICIDE
DEODORISER
CHEAP
HARMLESS
EFFECTIVE

A. S. WATSON & CO.
LIMITED,

ALEXANDRA BUILDINGS,

Hongkong, 3rd March, 1906.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

BEER

PILSENER.

CROWN LABEL.

\$13.00

Per Case of 4 Dozen Quarts.

\$19.50

Per Case of 8 Dozen Pints.

Hongkong, 16th June, 1905

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$20 per annum.

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The daily issue is delivered free when the address is accessible to messenger.

On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 14th April, at Shanghai, the wife of Mr. CHARLES RICHARDS, of a daughter.

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 19, 1906.

A RECORD.

It is with feelings of gratification and pride that people in Hongkong will note the fact that the largest steamer ever built in Hongkong or China was successfully launched at Kowloon yesterday. In every way the occasion was noteworthy, for it brought into prominence the importance of the Hongkong and Whampoa Dock Company to this Colony, and the credit with which it carries out its operations. The steamer *Loongoo* was built to the order of the Indo-China Steam Navigation Company, and it corresponds in almost every detail to a sister ship, the *Zuckoo*, which was built at home. The fact that the Dock Company was able to construct a vessel, exceeding 3,000 tons, to match a craft of an admittedly superior character is a feather in the cap of those responsible for its construction. It means that the Dock Company is capable of building vessels of large capacity and sound workmanship to compare with anything produced in the great shipbuilding yards of the United Kingdom. It also means that ship-owners in the Far East need no longer weigh the cost of bringing a new vessel to China, or calculate the rate of insurance on an untried boat. The Hongkong and Whampoa Dock Company is capable of constructing vessels which will meet all the needs and requirements of China, with the further advantage that owners may inspect the boat, measure its progress, and suggest improvements as they come to mind. It was little wonder that the chief manager, Mr. W. Wilson, waxed eloquent over the merits of the new vessel, for the *Loongoo* is the first ship which has been built since his appointment as chief manager. Few men have the proud privilege of creating a record on the first occasion of their management, but Mr. Wilson rightly claimed that honour, and received his deserts at the enthusiastic gathering which met after the launching ceremony. As he said, the launch of a ship may appear a simple matter, even if that ship be not the leviathan of the Far Eastern shipbuilding yards, but none except those who have worked on it can tell the worry, anxiety and care which the construction has involved on the heads of departments. Fortunately, the Hongkong and Whampoa shipbuilding staff were true to their traditions, and the *Loongoo* slipped like a duck into her native element, a massive, towering mass of steel. The Hongkong and Whampoa Dock Company, has again vindicated its right to be deemed one of the leading factors in the industrial life of Hongkong, and its employees have proved their claim to be of the smartest and most skilful in the Far East. A 3,000-ton boat, built in eight months or less, is no mean achievement for a yard in this part of the world. And it must not be forgotten that while this vessel was on the slips, the Company was repairing and cleaning other boats as if it had no other special work in hand. There was no dislocation of ordinary work, and no cessation of the plain business undertaken by the Company. Mr. Wilson, the chief manager, the staff, and the shareholders of the Company may well be satisfied with the results attained by the Dock Company.

As already intimated, says the *L. & O. Express*, the first-class cruiser *Monmouth* has been selected to replace the first-class cruiser *Donghai* on the China Station, the latter having been injured on the voyage outwards by going ashore. The *Monmouth*, like the *Donghai*, is a fine new cruiser of the well-known "county" type. She was built by the London and Glasgow Company in 1900-01, and was the third of her class finished. Her chief dimensions are:—Length 440 ft., beam 65 ft., mean draught 24 ft., displacement 9,800 tons at the ordinary load line. She is fitted with four cylinder triple expansion engines of 22,000 h.p., supplied by 31 Belleville boilers with economisers, which have done very well in this cruiser.

PEAK ADVANTAGES.

Although the residents at the Peak are numerically an extremely small proportion of those who have a home and habitation in Hongkong, they seem to enjoy privileges which do not belong and, apparently, will not be granted to those humble householders who are content or are compelled by force of circumstances to reside on the lower levels. They have gardens for their children, incandescent lights for unused roads, and all the benefits of a high and wonderful civilisation. It is assumed, of course, that those who are in a position to reside at the Peak are multi-millionaires, or, at least, well on the way to become so. It is therefore necessary to ponder to their wants and to provide them with all the delicacies of the season. But why they should obtain advantages which are withheld from the common herd is a question which requires explanation. A subject of a rather unsavoury character was broached by Mr. Shelton Hooper at the last meeting of the Sanitary Board, and it is eminently desirable that a full discussion of the matter should take place on its merits. It seems that the refuse, the nightsoil to be precise, of those living at the Peak is removed by the servants of the Government. Ordinary people living in the city are obliged to hire coolies and pay them so much a month for the removal of excreta, but the lordly denizens of the Peak have all the privileges of a higher social class which is denied to the plain working man. The State, as Mr. Shelton Hooper describes it, or the Government as we prefer to deem it, has ordained that the refuse of the Peak shall be cleared away by coolies who are paid by the ratepayers, through the medium of the Government. No doubt this will be new to most people, and it is hardly to be expected that the toiler, who regards every dollar as a fortune, will contemplate the matter in a calm spirit. While they have to spend heavily on the removal of the household rubbish, the residents at the Peak are provided by the Government with official servants, who cost them not a penny, and who are responsible to the Sanitary Board. Obviously, there is something radically wrong when such a state of affairs exists. The householder on the lower level is liable to serious trouble, not to say imprisonment, should he fail to obey the mandates of the Sanitary Board; he must make provision, at considerable expense, for the disposal of nightsoil; and in the interests of health he does so. The Peak proprietors, however, are exempt from any trouble in this respect. The unpleasant subject of nightsoil has no interest for them, because the Government acts in the most paternal fashion; and, at the cost of those least able to afford it, provides them with coolies to assist in the matter of household refuse. A more anomalous state of affairs could scarcely be imagined. That the poor should pay for the rich is all very well, but that they should contribute towards the disposal of their nightsoil is ridiculous. Mr. Shelton Hooper has brought forward a question which should be thoroughly threshed out, and settled, if possible, in favour of the dwellers in the city. Whether the entire Colony should be cleansed by the State is another question, for it is to be feared that the expense would outweigh the advantages of such a system, but there is no reason why those at the Peak should benefit at the expense of the impecunious.

AN URGENT APPEAL.

PROPOSED HOSPICE AT WONGNEICHONG.

The superiress and sisters of the Asile de la Sainte Enfance are making an appeal to the charity of all those who recognise the value of the work in which they are engaged. The object is to provide funds for the further extension of their charity by building a new Hospice on the ground at Wongneichong very kindly given by the Government.

The present premises at Wanchai are very fully occupied and cannot accommodate any more inmates, it is therefore proposed to make room at Wongneichong for aged and infirm people who are permanently kept, also for the increasing number of destitute infant children who are sent to or left at the Convent, and are taken care of.

The Asile de la Sainte Enfance at Wanchai is so well known that it is hardly necessary to give details of the work done. It may, however, be stated that the permanent inmates of the Institution number about 350, and that about 1,600 destitute children and sick people are received in the course of a year.

The superiress would wish to remark that no appeal has been made to the public for providing buildings since the year 1883, and after that date, schools, infirmary and hospital have been added. The present need is so urgent and the expense so heavy that this appeal is reluctantly made, yet with confidence in the generosity of the Public towards a very worthy object.

LOCAL AND GENERAL.

THERE has been a reorganisation of the Japanese metropolitan police in connection with the September riots.

THE Russians are slowly evacuating, but they are concentrating along the Siberian railway, and constructing dozens of permanent godowns at Harbin.

THE Russian destroyer *Baskuni* was at Port Arthur on the 11th inst. This is the first Russian vessel to visit the port since the declaration of peace.

A SALE of orchids in Cheapside produced £5,820 for 122 lots. For one plant 1,150 guineas was paid, beating the previous record price at a public auction by 300 guineas.

LIEUTENANT Aldin U. Moore, R.N., has been appointed wireless telegraphy expert on the China Station, and joins the *Tamar* at Hongkong. Lieutenant Moore has served over 14 years on blue water, and is qualified as a gunnery and torpedo officer.

MR. Yatsui, manager of the Kobe branch of the Nippon Yusen Kaisha, has been chosen to visit America in the interests of the company in connection with the Seattle line. He left Kobe by the *Shinano-maru* on the 14th inst. Before his departure Mr. Yatsui visited the head office in Tokyo.

"I MET a man in the street and he said that I was looking as if I wanted a smoke, so he gave me the opium. How could I refuse it?" This was the excuse made by a coolie at the Magistrate's office this morning. He was charged with having illicit opium on his person. The excuse lacked something, for Mr. Hazeland fined him \$2.

IT is stated that the working of the Tobacco Monopoly of the Japanese Government during the fiscal year just ended has been very satisfactory, profits having exceeded the estimate. According to a report published by the Monopoly Bureau, the net profit amounted to ¥3,024,105, being in excess of the estimate by ¥1,373,033.

LADY Maple, widow of the late Sir John Blundell Maple, was quietly married at Nice on 19th ult. to Mr. Montagu Ballard. Lady Maple by her marriage forfeits £10,000 a year, and the use of, or rentals from, the late Sir J. Blundell Maple's town residence at Clarence-gate, Regent's Park, and his country house at Childwickbury, St. Alban's.

THE Chinaman who was charged recently at the Police Court, at the instance of chief detective inspector Hanson, with murdering a native woman at Ping-chau, New Territory, on 4th March, and who was defended by Mr. Otto Kong Sing, was this morning discharged by Mr. C. A. D. Melbourne, on the ground that there was insufficient evidence to go before a jury.

ON the authority of Mr. Ohana, an official in the Department of Agriculture and Commerce, who was sent to Nagasaki to report on the recent disaster at Takashima, and who has just returned to Tokyo, a dispatch states that the total damage by the recent explosion is estimated at about ¥500,000, including the sum of ¥100,000, which will be paid by the owners of the mine, the Mitsui Bishi firm, to the families of the men killed.

SOME time in the latter part of last year we announced the birth of the first European child, a boy, at Moji. Yesterday, says the *Japan Chronicle*, of 11th inst., we received a letter from that port informing us that the first European girl has now been born. The happy parents are Mr. and Mrs. A. Rohden. Our correspondent appropriately remarks that this "beats the record" which holds good until some one one is that flourishing port will "go one better."

THE Osaka Shosen Kaisha has been notified by the Department of Communications that a subsidy of ¥140,000 a year will be granted the company's service to Taiwan. The conditions are a bi-weekly service with steamers of over 1,500 tons of a speed of over 13 knots. The service was opened by the *Tetsurei-maru* which left Osaka on the 13th inst. and three other vessels—the *Tainan-maru*, *Kaijo-maru* and *Kelung-maru*, will be put on this line.

THE *Kobe Herald* understands that a large syndicate has been formed by French, Belgian, English and Japanese capitalists for the purpose of establishing glassware factories in Osaka and other towns in this country. A syndicate formed of foreign and Japanese capitalists is also about to set up modern saw mills, worked by electricity. It is intended that they shall be managed by Canadian experts. In the case of both these syndicates, joint-stock companies will shortly be registered under Japanese law, and their general interests will be looked after by Mr. R. Louch.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 19th at 11.40 a.m. The barometer has risen in Japan, and is inclined to fall again over China.

The depression, lying off the NE. coast of Japan yesterday, has moved away over the Pacific.

Pressure is high over the Yellow Sea. E. winds, decreasing, are indicated in the Formosa Channel, and fresh E. winds over the N. part of the China Sea.

Forecast:—Fresh to moderate E. winds; dull, some rain.

EXTENSIVE MORPHINE SEIZURE.

FOUND IN KOWLOON GODOWNS.

On the 7th April a posse of excise officers, under Mr. Hoggarth, chief excise officer, discovered four cases of compound opium (muriate of morphine) in No. 6 godown of the Hongkong and Kowloon Wharf and Godown Company's premises, and the following day a further raid was made, which resulted in fourteen other cases being found in lighters lying alongside the Godown Company's wharf. The drug was not declared before the superintendent of the Import and Exports Department, and it was seized by the Opium Farm. The question that brought the matter before Mr. F. A. Hazeland, at the Magistracy this forenoon, was whether or not a claimant had any right to recover a part of the morphine that was seized by the Opium Farmer.

Mr. J. Hastings appeared for the claimant, Chang Yat Wah, and Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, for the Opium Farmer.

His Worship—Is there no chance of the parties coming to some settlement?

Mr. Deacon—My friend is only concerned in a portion of the seizure—seven cases. There are eighteen cases.

His Worship—Is there no chance then of coming to a settlement with regard to the seven cases?

Mr. Hastings—We have been notified to come here and prove our claim. There is no antagonism between us and the Opium Farmer, I have one or two points to mention. I think the procedure has not been quite in order, but I will come to that later.

Mr. Deacon—As regards the eleven cases, I apprehend it will be sufficient if I prove there has been a breach of the Ordinance in respect of them.

His Worship—If there is no claim I think it should be forfeited. All that will be necessary to prove is that there has been due notice.

Chang Yat Wah, a merchant, No. 16, K'o Shing Street, said that on 31st January last he made a contract with Rumjahn and Company for the purchase of fourteen cases of muriate of morphine to be delivered in two months, and in two shipments. On 2nd April, Rumjahn and Company sent witness two invoices for the goods which had arrived in the *Devanah*. On 9th April witness paid Rumjahn and Company the balance (\$7,013.49) due on the contract. In return he received the bill of lading in the afternoon for the goods, which was duly endorsed by the firm. When witness paid for the goods he had no knowledge that the goods had been seized. On the 10th, witness heard that his goods had been seized. As a matter of fact the goods had never been in his possession at all.

Mr. Hastings submitted that the goods were improperly seized. His client was only the purchaser, while Rumjahn and Co. were the importers. He said that it was absurd that the section applied to morphine. If so, it would apply to a number of medicines, such as soothing syrup.

Mr. Deacon in a lengthy speech said that the goods were not declared and that they could not prove title without incurring an offence.

His Worship said he had to consider the facts of the case and reserved his decision.

DISREGARDING HARBOUR RULES.

JUNK-MASTERS FINED.

Before the Hon. Captain Barnes-Lawrence, R.N., Marine Magistrate, this morning, Mr. Murdoch M'Yer, inspector of junk and cargo boats, prosecuted Li Sam, master of the unlicensed junk *Kwong Si-wo*, and Kwok Fuk, master of the unlicensed junk *Lun Hop-wo*, for unlawfully failing to report their arrival in the harbour at the Harbour Master's office, within 18 hours thereof, contrary to subsection 6 of section 39 of Ordinance No. 10 of 1899.

Mr. M'Yer stated that at 7 a.m. to-day the unlicensed junk *Kwong Si-wo*, master Li Sam, was lying in the amber of the naval yard extension with a cargo of red cloth on board. Witness examined her and found there were no papers on board, and the defendant said he had only bought the junk a week ago, and had intended to take out a licence later on.

Li Sam, called, said he was not the master of the *Kwong Si-wo*, but only came in his stead.

For not reporting his arrival at the Harbour Master's Office, and having no permit Li Sam was fined \$5.

In the case of Kwok Fuk, master of the *Lun Hop-wo*, Mr. M'Yer stated that that junk was anchored off Wanchai at 7.30 a.m. to-day. He boarded the junk and found that her licence had been turned over to the present master (the defendant), when the latter bought the junk a fortnight ago.

Kwok Fuk, master of the *Lun Hop-wo*, said that the former master told him that he could use the licence until it expired. He intended to obtain a special permit.

His Worship convicted and fined him \$3, and ordered him to obtain a licence.

A ROW ON A TRAMCAR.

CONDUCTOR BADLY MAULED.

Two coal coolies caused some commotion at Causeway Bay yesterday afternoon, as a result of which they left their trade-marks on the conductor, who tried to interfere. It appeared that the two men boarded the car near the Tin-hau Temple at Shaukiwan to get to Causeway Bay. Instead of getting inside the car and taking a seat, the coal coolies took up their position on the steps of the tram. When they were approached by the conductor for the fares they refused to pay up. The conductor enforced his words by shaking the coolies. It was alleged that they challenged the conductor, and in Oriental style threatened to "wipe the street up" with him. On arrival at Causeway Bay the conductor saw that his birds had not flown and he demanded their fares. The result was disastrous. The coal-coolies thrashed the conductor, not forgetting to confirm their remarks made on the car, by dusting the street with him. When they had finished with the conductor the police had arrived, and the tramway employees found that a bit of damage to the extent of \$2.75 had been done. This morning four charges were placed against the coolies, who denied them. Mr. Hazeland remanded the coolies.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

TERRIBLE EARTHQUAKE.

SAN FRANCISCO IN F. INS.

RESERVOIRS WRECKED AND FIRES PREVALENT.

[From Our Own Correspondent.]

Shanghai, 19th April, 3 p.m.

A disastrous earthquake was experienced in California, on the 18th inst.

One half of San Francisco is reported to be in ruins.

The reservoirs have been utterly destroyed, with the result that the water supply is absolutely non-existent.

The city is at the mercy of fires, which have broken out in several quarters.

The telegraph service is incapacitated.

[We are informed by Mr. A. B. Skottow, superintendent in Hongkong of the Eastern Extension Australasia and China Telegraph Company, that owing to an interruption of the normal route, through an earthquake at San Francisco, telegrams for America can for the present only be accepted via Europe, at the higher rates notified on the tariff card issued on the 1st inst.—Ed., H. K. T.]

[N. C. D. News.]

An Unauthorised Settlement.

Peking, 13th April.

The Military Governor of Ulaanulai (Mongolia) has telegraphed to the Waiwupu that Russian merchants, who were permitted to use a restricted quarter of the city, but not to establish shops, have, since last year, forcibly leased land from natives, built houses, and opened shops. His Excellency asks for instructions in the matter.

The Policing of China.

Peking, 14th April.

The Chinese Government have heard it reported that Great Britain and the United States are inclined to approve of Japanese assistance of the Chinese police, with a view to the protection of foreigners in China, is greatly alarmed, and has sent urgent telegrams to the Chinese Ministers in London and Washington to investigate the matter.

Railway Development.

Peking, 15th April.

The Governor of Shantung has memorialised the Throne that the concession originally granted to Germany for the building of a railway from Chiananfu to Chingling. (on the Peking-Hankow railway) has been redeemed, and preparations for the construction of the railway and the opening of steam traffic are progressing.

The Review at Tokio.

Tokio, 13th April.

The Resident General of Corea (Marquis Ito) will attend the triumphal review at Tokio on the 30th inst.

Two New Privy Counsellors.

Tokio, 13th April.

Baron Kiyoura Keigo, who was Minister for Agriculture and Commerce and for Home Affairs, and Baron Sone Arasuke, who was Minister for Finance in the late Cabinet, have been created Privy Counsellors.

WEI-HAI-WEI.

Mr. Lee, in the course of a speech on the Army estimates, on the 19th ult., said with regard to Wei-hai-wei, if the right hon. gentleman had spent three summers in China he would realise the importance of such a place as a sanatorium and site for a hospital for seamen. It was on this ground that Wei-hai-wei had been retained as a British possession. Mr. Haldane said he did not object to the retention of Wei-hai-wei as a British possession. What he did object to, and what he thought they had got rid of, was the maintenance of a regiment which cost £200,000 a year at Wei-hai-wei.

Mr. Lee said that regiment was useful at the time of the siege of the Peking Legation. It was kept at Wei-hai-wei as a force which might be used in case of outbreaks in China.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lightning*) 23rd inst.
German (*Prinz Eitel Friedrich*) 23rd inst.
German (*Prinz Heinrich*) 25th inst.
Indian (*Kunzang*) 26th inst.
French (*Laos*) 30th inst.
Canadian (*Tartar*) 1st prox.
German (*Willehad*) 7th prox.

The Apar Co's s.s. *Lightning* from Calcutta left Singapore yesterday afternoon, and may be expected here on 23rd inst.

The M. M. Co's s.s. *Laos* from Antwerp and ports, left Colombo for Hongkong direct on 18th inst., and is due here on 30th inst.

The N. Y. K. s.s. *Bombay* from Kobe via Moji for this port on 17th inst., and is expected here on 24th inst.

The H. A. L. s.s. *Silbonta* from Hamburg left Singapore for our port on 17th inst., at 2 p.m., and may be expected here on 23rd inst., a.m.

The Java-China-Japan Line s.s. *Tifanas* left Kuchinotsu via Amoy and Swatow for this port on 18th inst., and may be expected here on 26th inst.

The C. P. R. Co's s.s. *Athenian* arrived at Kobe at 10 a.m., on 18th inst., and left again at 7 p.m., same day, for Yokohama, where she is due to arrive at 6 a.m., on 20th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

DISASTROUS FIRE.

KIOTO HOTEL REDUCED TO ASHES.

[From Our Own Correspondent.]

Shanghai, 19th April, 2.40 p.m.

The Yoamo Hotel, at Kioto, has been reduced to ashes by fire.

The conflagration raged furiously, and in twenty minutes the Hotel was a mass of ruins.

The damage is estimated at 400,000 yen.

[Heater's.]

The New Russian Loan.

LONDON, 17th April.

It is expected that the Russian loan will be issued next week.

The bulk of the proceeds will probably be allowed to remain at the various monetary centres concerned, therefore withdrawals of gold are not likely to occur.

The French holders of 1904 bonds will have a preferential allotment.

Later.

It is officially stated that the Russian loan amounts to £89,500,000 at 5 per cent, price about 89.

£20,000,000 has been issued in Russia, £48,000,000 in France, £13,000,000 in Great Britain, and the rest in Austria and Holland.

The Education Bill.

The Bishop of London, in a letter condemning the Education Bill, announces the summoning of a mass meeting at the Albert Hall on the 11th May. The first of a series.

Later.

The Native Trouble in Natal.

The Zululand chief, Sigamandi and Naubi, in the vicinity of Uthanda forest, have refused to co-operate against Bambasani.

Reinforcements are being despatched and the militia is being remodelled.

The situation is disquieting.

CLAIM FOR MONEY LENT.

In Summary Jurisdiction this morning, His Honour Mr. G. W. P. Paine, Judge, presiding, Lau Tze Pan sued A. A. da Rosa for the recovery of the sum of \$50 being the amount of money due by defendant to plaintiff for money lent on an I. O. U.

Mr. H. K. Holmes appeared for the plaintiff, the defendant neither appearing in person nor by representation.

His Honour: This is another of those cases, I suppose, where the man has skipped.

Mr. Holmes said that yesterday a cheque was offered to him in payment, but he was advised that it was accepted if he would not get his money. He understood that Mr. F. Paget Hett, of Messrs. Bruton, Hett and Golding, had originally represented the defendant, but had retired from the case.

His Honour: Yes, this is the second case where an adjournment is granted and then on the day set neither defendant nor his attorney put in an appearance? It is evidently a scheme to give him time to get away, and now probably he is in Macao.

Plaintiff was called, produced the I. O. U., and proved his claim.

His Honour: There must be judgment with costs, and I hope you'll get your money, though, I must confess, I don't see much prospect of it.

THE SALE OF CAPTURED STEAMERS.

RISK BIDDING.

Fifteen of the foreign steamers captured by the Japanese Navy during the war are now offered for sale by public tender. It is stated that prospective purchasers are more plentiful than was expected. A number of foreigners in Kobe and Yokohama are making tenders, and it is expected that the steamers will fetch higher prices than were at first estimated by the authorities. Among the chief bidders are the Mitsui Bussan, the Hokkaido Colliery Railway Company, the Nippon Yusen Kaisha, and the Osaka Shosen Kaisha. The Hokkaido Colliery Railway Company, contemplating the establishment of a steamship company for coal-transport, after their railway is purchased by the Government, are endeavouring to purchase several of the steamers.—Japan Chronicle.

DEFECTIVE MORTAR.

ANOTHER CONTRACTOR FINED

Lee Chuen, a contractor, of No. 62, Queen's Road West, was summoned on remand at the Police Court, this afternoon, charged with using bad mortar in the construction of houses at Nos. 341 and 343, Queen's Road Central on 30th March last. Mr. F. B. L. Bowley (in the office of Messrs. Denny and Bowley), Crown Solicitors, prosecuted, and Mr. R. A. Harding, defended.

Mr. Harding pleaded guilty on behalf of his client, and asked for mitigation of the penalty, as the defendant had already gone to heavy expense in pulling down the works.

Mr. Bowley said he agreed with Mr. Harding in all he said, but disagreed when that gentleman submitted that the mortar in the second test was "extremely good." The first test was poor, but the second test was passable. He would not call for a heavy penalty.

His Worship fined the defendant \$100, or one month's gaol.

THE "LOONGWU" LAUNCHED.

EXPERIENCES OF THE GUESTS.

An immense gathering assembled at the ship-building yard of the Hongkong and Whampoa Dock Company yesterday afternoon to witness the launch of the *Loongwu*, which was built for the Indo-China Steam Navigation Company. Three or four launches conveyed the guests from Hongkong to Kowloon, and they had an exciting and amusing experience going across. The chief manager of the Dock Company, Mr. W. Wilson, on what may be termed the launch *de luxe*, warned his friends that it would be a rough passage. Some of the ladies were accommodated in the cabin, but the others had to take what shelter they could find. All went well for a hundred yards from Queen's Statue wharf, and there on board laughed at the dismal prognostications of Mr. Wilson. Suddenly, a huge wave struck the launch and everybody was drenched. The humour of it was that the chief manager received the greatest share of the water. The general soaking, absurd though it may seem, put everybody on the best of terms, and nobody enjoyed the discomfort of those who hid behind stanchions and pillars better than the ladies. The sea was tempestuous and repeated waves swept over the craft. But by that time everybody had been thoroughly scoured by the sea, and a few odd drops of water made no difference. What the people in Kowloon thought of the dripping crowd which landed at the Dock Company's premises is impossible to say. Some of the ladies managed to retain their spic and span appearance, but many were sorely bedraggled. However, all were in the highest spirits, and all laughed to scorn any suggestion that the experience was other than enjoyable.

A platform had been built just where the *Loongwu*'s bow stood. Several ladies and members of the great American Senate—who looked not half so formidable as one might have expected—were already in waiting, and a host of British men-of-war's-men were around, to help if help were needed. Some little boys, the sons of the guests, shoved and pushed their way to the front, and wanted to investigate everything. The *Loongwu*, a three-decker, towered above everything. A bottle of champagne dangled at the side, and raised above the platform was a little capstan.

When Mr. Wilson arrived, the scene was changed. He assumed masterful charge, shouted to the coolies, gave instructions equivalent to "stand by." The *Loongwu* is the first vessel launched by Mr. Wilson, and it is a credit to him as well as to the Dock Company. His first-born was in favour, and he was, naturally, anxious that there should be no hitch. There was none. He explained to Mrs. Dickson, the wife of the Hon. Mr. G. W. Dickson of Jardine, Matheson & Co., the working of the capstan, and the workmen commenced to drive away the retaining blocks. "Now," shouted the chief manager, Mrs. Dickson, in a most womanlike fashion, turned the capstan, a guillotine was released, the ropes severed, and the vessel started to move. With a fling, which would have done credit to an athlete, Mrs. Dickson christened the new vessel, which gracefully took the water amid a thundering of crackers and squibs. It was a beautiful launch, and scores of snapshoots have it recorded. When the *Loongwu* was afloat and being towed to her anchorage Mr. Wilson made a little speech which was most happily expressed.

Mr. Wilson said: Mrs. Dickson, in the name of the Dock Company I have to thank you for coming to-day and so successfully performing the launching ceremony of the *Loongwu*; and I ask your acceptance of this small souvenir of the occasion. On it you will find engraved the name of your sturdy "godson" now lying safely afloat in her proper element.

A beautiful gold bangle was presented to Mrs. Dickson as the souvenir to which Mr. Wilson referred.

In a charming way, Mrs. Dickson acknowledged the gift, saying: Thank you very much for presenting me with this handsome souvenir. It has been a great honour to me to christen this ship, and I shall be glad to hear of its success (applause).

The guests then proceeded to the loft, where a cake and wine banquet was given. Mr. Wilson presided. Among those present were: Senator Foster, Washington, Oregon; Marquis Johnston, St. Paul, Minnesota; Mr. and Mrs. Gault, Mrs. Pinckney, Mrs. Wilson, Mrs. Caldwell, Mrs. Ram, Mrs. Nicholson, Mrs. Moir, Mrs. Ritchie, Capt. and Mrs. Douglas, Mr. E. O. Murphy, Mr. and Mrs. Parlame, Mr. and Mrs. Rodger, Miss Rodger, Mr. D. Clark, Mr. Friesland, Mr. Brooke Smith, Mr. and Mrs. Wilkie, Mr. Hunter, Mr. F. Smythe, Mr. and Mrs. J. Wilkie, Mr. and Mrs. Lambert, Mr. and Mrs. J. Miller, Mr. and Mrs. Carmichael, Mrs. Wilks, Mr. J. Macdonald, Mr. A. Sinclair, Mr. and Mrs. T. Skinner, Capt. Tillett, Mrs. Pithy, Mrs. J. Dickie and many others including the landing members of the Dock Company's staff.

The Chairman proposed the toast, "Success to the *Loongwu*." He said: We have to-day witnessed the successful launching of the *s.s. Loongwu*; she is not only the largest vessel this company has built to order of Messrs. Jardine, Matheson & Co. but also the largest steamer ever built in Hongkong or China, and I trust she will turn out a valuable addition to the fleet of her owners. To the ordinary spectator, the launch of a ship, when all goes well, may appear a very simple matter, but believe me it is an operation that is attended with a great deal of careful thought and skillful manipulation, as Mr. Mitchell and Mr. Smith could tell you, to say nothing about the anxiety that is felt by those responsible, until the ship is safely afloat. Fortunately, the launch of the *Loongwu* has been accomplished without any hitch, and I think we may include Mrs. Dickson in our congratulations to those responsible for a successful and skillful operation. I should like also to acknowledge the courtesy and tact shown by Mr. Sinclair and his assistants in their dealings with us in this contract, which

have greatly assisted us in our work. I hope the *Loongwu* will have a very prosperous and profitable career, and prove a credit both to her owners and builders, so much so, that we may before long be called upon to build other ships like her. Ladies and gentlemen, in calling upon you to drink success to the *Loongwu* I ask you to include the health of her godmother, Mrs. Dickson (applause).

Mrs. Dickson, who received a great ovation, said—This is the first time that I have had the honour of launching a ship. It is a very great honour. Although you have associated my name with the toast, I have had very little to do with this ship. It is these gentlemen who for the last eight months—I think, it is eight months—have had the anxiety of watching it and seeing it grow into a beautiful ship. I feel very proud of being a godmother to my new goddaughter and not godson (laughter). I hope to have an opportunity of travelling in her from Shanghai to Hankow, though it will not be for some time to come. That in itself will, I think, be sufficient inducement to carry me back to the East. I trust that I will receive a photograph of the launch as another memento of this occasion. I wish all those who travel in her every success, and success also to the Hongkong and Whampoa Dock Company (applause). I am sorry my husband is not here. He would have spoken better than I do, but he carries the same wishes as I do—Success to the *Loongwu* and the Dock Company—(loud applause).

The company pledged the health of the Dock Company with great enthusiasm.

Afterwards, tea was served and a very enjoyable function ended just as twilight was appearing.

It should be stated that Messrs. A. Sinclair and Robbs represented the owners during the construction of the vessel; Messrs. Graham and Russell were in charge of the iron and steel work; Messrs. G. Smith and Clelland looked after the carpenter work; Mr. Oates, the joiner work; Messrs. Neaves, Gay, and Tully, the engineering; and Mr. J. Henderson, the boiler-making.

ALLEGED BANKNOTE FORGERY.

JAPANESE RUNNER ON TRIAL.

Before Mr. F. A. Hazeland, at the Magistrate's Court this morning, Ken Iwakura, a boarding-house runner, residing at No. 28, Connaught Road Central, appeared to answer three serious charges. It was alleged that, on 17th April, he had in his possession four forged banknotes for \$10 each, on the Hongkong and Shanghai Bank; and that he attempted to defraud Fang Cheong, a watchmaker, at No. 34, Queen's Road East. It was also alleged that he attempted to defraud Luk Wing, a carpenter, carrying on business at No. 20, Queen's Road East.

The defendant pleaded not guilty. Inspector Gourlay prosecuted, and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared on behalf of the defendant.

The facts of the case, as alleged to be that on the date in question defendant was successful in passing two of the \$10 bills in exchange for certain articles purchased. He returned the next day to the same shop in which he had palmed off the forged note on the previous day with the intention of passing more, but the shopkeeper had already discovered the character of the notes and when defendant tendered another forged bill, he called a policeman and gave the Japanese in custody.

The case was remanded for a week.

STOWAWAY TO SINGAPORE.

AN INGENUOUS OFFENDER.

A queueless coolie, pleaded guilty in the Police Court to-day, to being a stow-away on board the *s.s. O. Sang* with the intention of getting to Singapore. The defendant was placed in the box to give evidence against another coolie, who was charged with aiding and abetting a stowaway on board the *s.s. On Sang*. The defendant denied the charge.

His Worship (to the stowaway in the witness-box)—Where is your queue?

Witness—Cut-off!

His Worship—Why?

Witness remarked that it had to be cut off owing to the presence of vermin.

The stowaway, after being sworn in, said that on the 17th instant, he came to Hongkong—with only twelve cents in his pocket—to look for claimants. He failed in his mission, and as his cash was quickly vanishing, he went aboard the *s.s. Onnam* to return to Canton. On board he met the "small man" (defendant) who spoke to him about things in Singapore, and finally asked him to come with him on board the *O. Sang* to go to Singapore, where he would get employment as a cook, at the princely salary of \$16 per month.

His Worship—Can you cook?—Yes, rice.

His Worship—What were you before?—A painter.

Continuing, witness said that he was quite willing to go to the Straits Settlements as a cook, but on arriving on board he heard some of the *folks* saying, *mai chu chai*, and knowing at once that he was being taken to Singapore to be sold, he told the police when they came on board.

Sergeant Grant—who made the arrest, said that he had known the defendant for years and always found him "knocking around" boarding houses.

His Worship—Do you think there are many men of his class in the Colony?

Sergt. Grant—There are a few, your Worship.

His Worship said that he did not propose to convict the stowaway, and ordered him to be discharged with a caution. As regards the other man he thought that he had been carrying on this "trade" for years, and he would go to gaol for two months, with hard labour.

CRIMINAL SESSIONS.

ROBBERY WITH VIOLENCE.

THREE YEARS' HARD LABOUR.

At the adjourned sitting of the Criminal Sessions held this morning before His Honour Sir Francis Piggott, Chief Justice, the case of Chan Kien and Ho Sau, charged with assault and robbery with violence from Lau Kau in the harbour, on the 4th ult., was called for trial.

The Hon. Sir Henry Berkeley, Attorney General, instructed by Mr. G. C. Morrell, o Messrs. Denny and Bowley, Crown solicitors, prosecuted, the defendants being undefended, and both pleading not guilty.

The following jury was empanelled, Messrs. Patrick H. Murray (foreman), Arthur Gittings, W. Schmidt, Harold W. Merrill, Hugo, Siebler, C. B. Thomas and Hugh Denning.

The Hon. the Attorney General, addressing the jury, said the charge against the prisoners was one of assault and robbery with violence from a woman in a boat in the harbour on the 4th of March. Four men, of whom the prisoners were two, went to her boat and represented themselves as policemen, and carried a policeman's lantern. They boarded her boat and with violence robbed her of clothes and jewellery, using great cruelty to get a gold ring off her finger, by biting it until it bled. Evidence would be given, and it would be for the jury to consider, after hearing it, whether the prisoners at the bar were guilty. Lau Kau, the woman, was called and stated that about 3 a.m. on the 4th ult. She was asleep in her boat at West Point, when she was awakened by four men coming to her boat. One seized her mother and another seized herself and the others searched the boat. She saw a knife in one of the men's hands, and she called for assistance, but one of the men seized her by the throat and told her to keep quiet as they were only there to search for smuggled arms, etc. She thought they were policemen, and so she kept quiet, even when they began to steal her clothes and jewels, and though one man bit her finger, leaving a scar still visible. Looking at the prisoners, witness said she could not identify the first prisoner, but recognized the second as the man who held the robbers' boat fast to hers. The man who bit her finger was not in Court. The second prisoner did not board her boat. Her mother was half-witted and very deaf. The first prisoner here called out to the witness: "You must not bring a false accusation against the second man; it is a serious matter, it is criminal. It is not my business of mine, but I don't want to see him wrongly accused. I had nothing to do with the affair, but I should like to make a statement about the stolen property produced."

The Hon. the Attorney-General said he would be given an opportunity to make a statement by and by; at present he could only ask the witness any questions he wished.

First Prisoner: Why should I ask this woman anything when I had nothing to do with the matter?

The first prisoner continued to shout in spite of warnings from the interpreter.

His Honour: Try to keep that man quiet. A pawnbroker was called and identified the first prisoner as the man who pawned the articles produced.

First Prisoner: That's alright; it is true. I did pawn those goods.

The Hon. the Attorney-General: Oh, he admits it; then I need scarcely go further, but I will call the rest of the evidence.

Inspector Langley gave evidence as to the identification of the second prisoner in the usual way, by the woman.

First prisoner said the articles were given to him by a friend and he went and pawned them. They were taken by his friend from the complainant, but he did not know if it was with her consent.

The second prisoner said last year he hired out his boat to a police sergeant to chase complainant's boat, and the sergeant took away her licence. The woman then said to the second prisoner that one day she would do her best to put him in gaol, and this was how she was satisfying her grudge. The licence was produced and was found to be unadorned.

His Honour then briefly summed up, and the jury returned unanimous verdicts of guilty against the first prisoner, and not guilty against the second.

The first prisoner was sentenced to three years' imprisonment with hard labour, and the second was discharged.

This closed the Sessions.

To-day's Advertisements.

SALE OF THE WRECK OF THE CRUISER "SULLY."

TENDERS for the purchase of the said wreck will be received up to THURSDAY, the 5th of July, 1906, at 9 A.M.

Written Tenders, worded according to a special form which will be shown at the French Consulate, Hongkong, should be sent under registered cover, to the Receveur des Domaines, at Haiphong.

The *Sully* will be sold as she lies. She is broken in two parts and is in deep water (about 17 metres) in the "Passe Henriette," along Haiphong.

The total weight of the wreck is about 7,000 tons, including:—

Steel Belt, about 2,280 tons.
Steel Hull, Masts, etc., 3,380 tons.
Machinery, Steel, Pig-iron, Brass, Bronze, 1,313 tons.

Torpedoes, arms and ammunitions, which might be found on or about the wreck, will have to be handed to the French Naval Authorities.

For particulars, apply to the French Consulate, Hongkong.

By Order, GASTON LIBERT, Consul de France. [455]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS. THE Company's Steamship

"OBRA," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., FRIDAY, the 20th instant, will be landed at Consignees' risk and expense. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 19th April, 1906. [459]

To-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

ACTION No. 58 OF 1906

Between LI SHEK PANG, Plaintiff, AND TSOI YEN, Defendant.

To Mr. TSOI YEN, of No. 63, Wyndham Street, Victoria, in the Colony of Hongkong, Gentleman.

TAKE NOTICE that this action was on the 21st day of March, 1906, commenced against you by LI SHEK PANG for the payment of the sum of \$3,687.13, and costs and the Court has authorised service of the writ of summons in the said action on you the said defendant TSOI YEN by insertion of this notice, once in an English and once in a Chinese Newspaper having a circulation in this Colony.

AND FURTHER TAKE NOTICE that you are required to appear to the said writ of summons within 8 days after the insertion of the said notices in manner aforesaid inclusive of the day of such insertion otherwise the action will proceed against you as for default of appearance.

DENNYS & BOWLEY, Supreme Court House, Victoria, Solicitors for the Plaintiff LI SHEK PANG. Hongkong, 19th April, 1906. [478]

FOR SPOT CASH.

A Limited Number of SECOND HAND "SINGERS" at

AUCTION PRICES.

All in First-class Working Order. SINGER SEWING MACHINE CO., 1A, Wyndham Street. Hongkong, 19th April, 1906. [481]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 19th April, 1906. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex S.S. India.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 19th April, 1906. [4]

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ARCADIA," Captain Hildebrandt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th April, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th April, 1906, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 19th April, 1906. [479]

Intimations.

THE

ROBINSON PIANO

CO., LD.

NEW PIANOS

\$70 CASH

AND 18 PAYMENTS OF \$20 EACH

OR \$385 CASH.

GREAT STRENGTH AND SUPERIOR

TO ANYTHING IN THE

COLONY.

Steinway,

Bechstein,

Krauss,

Haake,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILING FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DARDANUS"	19th April.
GLASGOW and LIVERPOOL	"JASON"	28th "
GLASGOW and LIVERPOOL	"DEUCALION"	5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	12th "
GLASGOW and LIVERPOOL	"HYSON"	12th "
GLASGOW and LIVERPOOL	"GLAUCUS"	15th "
GLASGOW and LIVERPOOL	"RHIPHEUS"	17th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	23rd "

The S.S. "Dardanus" left Singapore on the 14th inst., and is expected to arrive here on the 19th.
The S.S. "Hector" left Singapore on the 16th instant for Shanghai (direct).

HOMeward.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"MACHAON"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	24th "
AMSTERDAM, LONDON & ANTWERP	"BELLEROPHON"	8th May.
* GENOA, MARSEILLES & L'POOL	"CALCHAS"	20th "
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	20th "
AMSTERDAM, LONDON & ANTWERP	"JASON"	24th "
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	5th June.
AMSTERDAM, MARSEILLES & L'POOL	"HYSON"	20th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	16th May.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	25th April.
	"YANGTSE"	25th May.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th April, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
WEI-HAI-WEI, TSINGTAO and CHEFOO	"KANOHOW"	20th April.
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	20th "
SHANGHAI	"SHANSI"	21st "
CHEFOO and NEWCHWANG	"KWEILIN"	23rd "
SHANGHAI	"YOOHOU"	24th "
CHEFOO and TIENSIN	"KWEICHOW"	27th "
SHANGHAI	"SHAOHSING"	27th "
CEBU and ILOILO	"KAIFONG"	28th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight or Passage, apply toBUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th April, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon staterooms—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 21st April, at Noon.
RURI	2540	R. Almond	"	SATURDAY, 28th April, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 14th April, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"RAMSAY"	25th May.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 5th April, 1906.

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS AT
CURRENT RATES.SIEMSEN & Co.
Hongkong 23th May, 1895.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 20th September, 1905.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.M.R.THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$2; 3rd Class, 50 cents.
On and after Sunday, 29th inst., inclu-
sive, every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single, \$2;
Return, \$3; 1st Class, Single with Cabin, \$3;
Return, \$5; 3rd Class, Single, 50 cents; Re-
turn, 80 cents.All Meals can be supplied on Board at \$1
each Meal.
First Class Passengers, who do not care to
return on the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.SAM WANG Co.,
Hongkong, 17th April, 1906.

STEAM TO CANTON.

The New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,300	T. R. MEAD.
"KWONG TUNG" 1,338	R. RAMSEY.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Five New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.
Passage Fare—Single Journey...\$4
Meals...\$1 each.

Also
Excursions to MACAO every SATURDAY
at 6 P.M., and every SUNDAY at 8.30 A.M.,
returning on SUNDAY at 10 A.M. and 6.30
P.M.FARES:—1st Class single \$2 with cabin \$3.00,
return \$3 50c.
2nd Class single \$1, return 1.50.
Breakfast, Tiffin and Dinner \$1.00 each.
The Wharf in Hongkong is at the Western
end of Wing Lok Street.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th April, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"LOONGSANG"	FRIDAY, 20th April, 4 P.M.
SHANGHAI	"WINGSANG"	SATURDAY, 21st April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA, KUTSANG	"TUESDAY"	TUESDAY, 24th April, 3 P.M.
SHANGHAI	"KWONGSANG"	TUESDAY, 24th April, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 19th April, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	1,183	Metzenhuth	May 22nd.
"ARAGONIA"	5,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldmann	July 14th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with us apply to

S. SILVERSTONE, Acting General Agent.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTA,"
will be despatched for the above Ports, on
or about 25th April.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th March, 1906.

"SHIRE" LINE OF STEAMERS.
FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"MERIONETHSHIRE"
will be despatched for the above Ports, on or
about the 10th May, 1906.
For Freight etc., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th April, 1906.

"SHIRE" LINE.
FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"
will be despatched for the above Ports, on or
about the 15th May, 1906.
For Freight etc., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 6th April, 1906.

BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"OBRA,"

Captain A. H. Acheson, will be despatched as
above, on SUNDAY, the 22nd instant, at Day-
light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 16th April, 1906.EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain H. H. H. will be despatched for the above
Ports, on SATURDAY, the 28th instant, at
Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.A/B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 3rd April, 1906.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVENUE,"

Captain Krobbe, will be despatched as above, on
or about 8th May.
For Freight or Passage, apply toGIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 14th April, 1906.

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "GULF OF VENICE,"
FROM SYDNEY AND MANILA.THE above Steamer having arrived, Consi-
gnees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.DODWELL & CO., LIMITED,
Agents.
Hongkong, 16th April, 1906.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "WRAY CASTLE,"
FROM STRAITS AND NEW YORK.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 20th instant will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
25th instant, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th instant at 3 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned byDODWELL & CO., LIMITED,
Agents.
Hongkong, 14th April, 1906.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH,"
FROM MIDDLESBOROUGH, GLASGOW
AND LIVERPOOL.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 18th instant will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 21st
instant, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 18th instant, at 3 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned byDODWELL & CO., LIMITED,
Agents.
Hongkong, 12th April, 1906.S.S. "POLYSENIEN,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
ex s.s. "Charente" and "Medoc," from
Havre ex s.s. "Medoc," and from Bordeaux ex
s.s. "Ville de Marseille," in connection with
above Steamer, are hereby informed that their
Goods, with the exception of Opium,
Treasure and Valuables are being landed and
stored at their risks into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, at Kowloon, whence delivery may be
obtained immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed
after MONDAY, the 23rd April, at Noon,
will be subject to rent and landing charges.All claims must be sent in to me on or before
the 23rd April, or they will not be recognized.All damaged packages will be examined on
MONDAY, the 23rd April, at 3 P.M.No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 16th April, 1906.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"SACHSEN,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
THIS MORNING.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 18th instant, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, 18th instant, at
9.30 A.M.All Claims must reach us before the 23rd
instant, or they will not be recognized.
No Fire Insurance will be effected.Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 12th April, 1906.

Consignees.

OCEAN STEAMSHIP COMPANY,
LIMITED,AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TEUCER,"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 17th instant.Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M., on the 23rd inst.No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 24th inst., will
be subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
27th inst., or they will not be recognized.No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th April, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 23rd instant, will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
30th instant, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 23rd instant, at 11 A.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned byGIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 16th April, 1906.FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"DORTMUND,"

Captain Wagner, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the hazardous and/or extra-hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored
at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 20th instant, will be
subject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th instant, at 3 P.M.

FOOLERY OF LOOPING THE LOOP.

TRICK EXPOSED THROUGH A GRIM ACCIDENT

Some significant, not to say scathing, criticisms of dangerous public performances fell from the lips of Mr. Justice Darling the other day in the Lord Chief Justice's Court, during the hearing of an action for damages for personal injuries brought by Hamilton Louise Marguerite Stamirowski against Mme. Madeline Barber, the owner of a "variety" act known as "Looping the Loop."

Miss Stamirowski, who is 20 years of age, used to dance at the Alhambra. Later she joined a troupe of trick cyclists, and finally she contracted with Mme. Barber to "loop the loop."

At her second attempt, at a music-hall in Sunderland, where two performances nightly are given, she fell from the summit of the loop and fractured her skull. For six weeks she lay in hospital in an unconscious condition, and for some time after she recovered her senses she was blind.

"SENSATION OF THE CENTURY." According to an illustrated handbill which was used to advertise it, the young lady's performance was the "sensation of the century," and "the most costly and gigantic act ever produced upon any stage." But she had no experience of "looping the loop" until she was engaged by Mme. Barber.

According to the plaintiff, K.C., who represented the plaintiff, the performance differed materially from that of the famous "Diavolo," the plaintiff's predecessor, who was a "Diavolo" navigation of the "loop" required a great amount of nerve and skill, the feat of Miss Stamirowski was supposed to require neither of these attributes.

Her bicycle, counsel explained, was not an ordinary machine, but one supplied with a variety of ingenious contrivances to ensure that it should not jump from the track, including slight, but strong, projecting arms from beneath the handle-bars and the hub of the rear wheel, the ends of which curved over on to the rim of the "loop" and ran on rubber wheels. Moreover, the performer was secured to the bicycle by means of an arrangement concealed in the folds of her sash.

"THE WRETCHED SUM OF 30s. WEEKLY." For performing her sensational feat twice a night, the young lady was to have received as remuneration what the judge described as "the wretched sum of 30s. weekly," and on her behalf a contract was signed, forcing her employer from all responsibilities in respect of her "loop."

The plaintiff's contention was that Mme. Barber had been guilty of negligence in permitting the loop to be insecure, the bicycle unfit to be ridden, and the sash and "set hook" totally unsuitable. Counsel observed, moreover, that no adequate net was provided in connection with the performance.

The judge: I suppose the public would not have attended if they were quite certain the performer would not be killed. (Laughter.) Mr. H. Simmonds (for the defendant) said you not wobble and try to release yourself when you reached the top of the loop? "No, I heard a 'click,' and the machine commenced to run backwards. I thought it would run forward again, but it left the track, and I fell on the stage, the bicycle falling on top of me."

NOT THE BICYCLE SHE RODE. Mlle. Stamirowski explained that before she negotiated the "loop" an ordinary bicycle was produced on the stage, but it was not the one she rode.

The judge: If the audience had realised that they would have wanted their money back, I have no doubt. (Laughter, in which the plaintiff joined her smile.)

HIS HEART GOOD, BUT NOT HIS LEG. Frank Taylor, whose duty it was to announce the plaintiff as "Miss Madeline, who is about to perform one of her greatest and most daring feats," stated that the loop from which the plaintiff fell had been in use for three years before the Sunderland accident occurred.

Mr. Simmonds: Would you object to go round the loop now? "I would not, but my leg won't let me. My heart is good. (Loud laughter.)"

The witness admitted, amid further merriments, that the position of the ordinary bicycle on the stage previous to the introduction of Mlle. Stamirowski was mere "bluff."

In his instruction to the jury, the judge alluded to the evidence of the witness Taylor. "Bluff," he said, was something for which there were many names; some were shorter and some were longer. (Laughter.)

LEADING POSSIBLY TO DEATH. As to the question at issue, his lordship held that the obligation of the defendant corresponded to the danger of the contrivance for which she was responsible—a contrivance, which was not merely likely to lead to injury, but possibly to death.

Whether people should be allowed to engage in performances of the nature of "looping the loop" was a matter over which neither he nor the jury had any direct control, though it was possible that such a case as the one before them might lead to an alteration in its law.

"This is a highly civilised country," the judge added—"more highly civilised, we are proud to think, than any other country. We do not allow bull fights."

OUR REGARD FOR BULLS AND HORSES. "No one is allowed to endanger the life of a bull or an old horse for public entertainment, but, being far more civilised than any other country, we do allow girls to 'loop the loop' and perform tricks of that kind, and it does occasionally occur that they fracture their skulls."

"We are told that this is really a necessary part of this engaging profession, the sort of thing that happens through no one's negligence, but is just part of the ordinary risk that girls in this country are allowed voluntarily to incur."

Turning to the position of the defendant, his lordship said that, as a public entertainer, if she neglected to take proper precautions, and as a result one of her performers was hurt, she became responsible to the law.

"And I think I ought to say," the judge concluded, "that if people allow this kind of risky entertainment and do not take proper precautions, they become responsible criminals if anyone dies."

250 DAMAGES. The jury awarded the plaintiff £250, and recommended that, if possible, an order should be made for its investment by trustees for her benefit.

His lordship held that the agreement signed by the plaintiff did not disentitle her from recovering the sum awarded by the jury. He added that even if the agreement had been entered into by a grown up person he would have decided against it on the ground of "public policy."

Such an agreement, if upheld, would be a direct inducement to people to arrange public exhibitions which it was not possible to look upon without the loss of self-respect.—Morning Leader.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	2/0 11/16
Do—Demand	2 1/2
Do—4 months sight	2 1/2
France—Bank T.T.	2 1/2
America—Bank T.T.	2 1/2
Germany—Bank T.T.	2 1/2
India T.T.	2 1/2
Do—demand	154
Shanghai—Bank T.T.	154
Singapore T.T.	14 1/2
Japan—Bank T.T.	100
Java—Bank T.T.	124 1/2

4 months sight L/C.	2 1/2
6 months sight L/C.	2 1/2
30 days sight San Francisco & New York	2 1/2
1 month sight do.	2 1/2
10 days sight Sydney and Melbourne	2 1/2
4 months sight France	2 1/2
3 months sight do.	2 1/2
4 months sight Germany	2 1/2
Bar Silver	49 1/2
Bank of England rate	4 1/2
Sovereign	6 1/2

Shipping.

Arrivals.

Arctida, Br. s.s., 1513, W. W. Cooke, R.N.R., 19th April—Shanghai 17th April, Mail and Gen.—P. & O. S. N. Co.	
Delhi, Br. s.s., 1283, J. D. Andrews, 19th April—Bombay 3rd April, and Singapore 14th April, Mail and Gen.—P. & O. S. N. Co.	
Palermo, Br. s.s., 498, E. G. Andrews, 19th April—London 14th April, and Singapore 13th April, Gen.—P. & O. S. N. Co.	
Chiyuen, Ch. s.s., 1172, C. Stewart, 19th April—Canton 18th April, Gen.—C. M. S. N. Co.	
Lydia, Ger. s.s., 1272, Veyer, 19th April—Canton 18th April, Gen.—S. & Co.	
Arctida, Ger. s.s., 454, Th. Hildebrandt, 19th April—Singapore 13th April, Gen.—H. A. L.	
Kampot, Fr. s.s., 412, De Celles, 18th April—Kwongchow and Macao 14th April, Gen.—Man Fat.	
Java, Aust. s.s., 2004, Shipanovic, 19th April—M. J. 12th April, Coal—Order.	
Obra, Br. s.s., 3123, F. R. Cammack, 19th April—Rangoon via Penang and Singapore 5th April, Gen.—J. M. & Co.	
Yochow, Br. s.s., 1217, J. H. Brown, 19th April—Shanghai 17th April, Gen.—R. & S.	

Clearances at the Harbour Office.	
Heimdal, for Canton.	
London, for Swatow.	
Lydia, for Shanghai.	
Chiyuen, for Swatow.	
Lydia, for Tonkin.	

Departures.	
Tracer, for Vancouver.	
Heimdal, for Canton.	
London, for Swatow.	
Lydia, for Shanghai.	
Chiyuen, for Swatow.	
Lydia, for Tonkin.	

Passengers arrived.	
Per Palermo, from London for Shanghai—Mr. Gibson. From Penang for Hongkong—Mr. Boman.	

Per Kumano Maru, from Japan for Hongkong—Messrs. C. Reeves, Mr. and Mrs. T. P. da Silva and infant, Master Silva and 2 boys, Mrs. S. Matsui, Messrs. U. Yoshimizu, H. Hamada and T. Nakamura. For Manila—Messrs. C. Kawashima and S. Misaka. For Yokohama—Consul and Mrs. G. Narita. For Sydney—Mr. V. G. Manilla.	
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Per Arctida, from Singapore—Capt. Brown, Messrs. Sanders, Tesch, Schölder, and 208 Chinese.	
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Per Arctida, for Hongkong from Shanghai—Gen. and Mrs. Villiers Hutton, Mr. and Mrs. Bartwell, Mrs. Menell, Messrs. I. David, D. Caldwell, Miss Gill, Messrs. N. B. Moolin, T. Wilson, L. F. Knox, F. O. Ranney and K. R. Ferguson. For Bombay—Mr. J. M. Musson. For Madras—Messrs. H. Elvstrom, Mr. D. Greenwood. For London—Mr. and Mrs. E. Hunt, Misses E. and D. Reid Mr. and Mrs. G. Gilles, Mr. and Mrs. Howell, Mr. and Mrs. J. D. Hutchinson, Messrs. F. Gosling, L. G. Jupp, M. Hull, Miss F. L. Morris, Mrs. Arthur, Mr. E. Evans, Mrs. Bower, 3 children and nurse. For London from Yokohama—Fleet Surgeon Moon, R.N., Mrs. Moon, Mrs. and Miss Simmons, Mr. H. A. Blake.	
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Passengers departed.	
Per Yachima Maru, for Japan—Messrs. M. Fujii, H. Ide, Fred. I. Gunn, Lieut. A. Sternberg, Mr. and Mrs. A. Sternberg, Dr. Ainger, Miss Sternberg, Mr. and Mrs. H. L. Spring, Miss Ainger, Mrs. Francis Bacon, Mrs. Cecil Perry, Mrs. H. E. Elwyn, Mrs. and Miss Inglis, Mr. Fitz Herbert, Mrs. G. W. Paul, Mr. E. H. Macpherson, Mrs. A. Rudman, Mr. and Mrs. F. S. Beaumont, Mr. and Mrs. H. S. H. Baird, Mr. and Mrs. E. S. Eby, Messrs. Beckett, Z. Seki, J. Harold, Evans, E. G. Kerford, Mr. and Mrs. K. Kashii, Mr. J. S. Coates, Mr. and Mrs. Miss Robertson, Mr. and Mrs. Patterson and maid, Mr. and Mrs. Walker, Miss U. Ho, Mr. C. Trimadi, Mrs. A. E. Chack, Mr. and Mrs. A. H. Shin, Mrs. K. Tsutsumi, Mrs. M. Katsuyama, Mrs. T. Masuda, Mrs. S. Honda, and Mr. T. Arakawa.	

Vessels in Port.	
Arctida, Br. s.s., 1566, C. J. Mattock, 14th April—Sourabaya 4th April, Sugar.—J. M. & Co.	

Hongkong, Fr. s.s., 997, Le Bail, 12th April—Saigon 8th April, Gen.—Man Fat.	
Brand, Nor. s.s., 1520, M. Evensen, 2nd April—Canton 1st April, Gen.—Kwong Man Wo.	

Canada, Ger. s.s., 2230, Frank, 14th April—Hamburg 20th Jan, Gen.—H. A. L.	
Chingto, Br. s.s., 149, J. McD. Howe, 20th Mar.—Melbourne via Ports 12th Feb, Gen.—Melbourne Flour.—B. & S.	
Chilping, Br. s.s., 1099, G. S. Weigall, 15th April—Saigon 12th April, Rice.—J. M. & Co.	
Chowhai, Ger. s.s., 1175, W. Möller, 18th April—Bangkok 15th April, Rice and Lumber.—B. & S.	

Dallin Maru, Jap. s.s., 903, H. Ohia, 18th April—Swatow 17th April, Gen.—O. S. K.	
Dakota, Am. s.s., 13705, E. Francke, 15th April—Seattle 12th Mar. and Shanghai 12th April, Gen.—N. Y. K.	
Fausang, Br. s.s., 1300, F. Wheeler, 15th April—Wuhu 10th April, Rice.—J. M. & Co.	
Germania, Ger. s.s., 1000, H. Fliegel, 8th April—Bydney 22nd Feb, Copra.—B. & Co.	

Gulf of Venice, Br. s.s., 1883, R. J. Orkney. 4th April—Manila 12th April, Gen.—D. & Co., Ltd.

Hanoi, Fr. s.s., 739, P. Weicles, 8th Mar.—Manila 4th Mar, Ballast.—A. R. M.

Hongkong Maru, Jap. s.s., 3147, E. Bent, 17th April—San Francisco 17th Mar, Honolulu 24th, Yokohama 7th April, Kobe 9th, Nagasaki 11th, and Shanghai 14th, Mail and Gen.—T. K. K.

Indravelli, Br. s.s., 3758, S. Collington, 15th April—Chinwanan 9th April, Ballast.—G. L. & Co.

Iris, Am. transport, 2200, Whitton, 27th Feb.—Manila 22nd Feb, Coal.—Government.

Jules Terry, Fr. s.s., 400, Sap, 30th Mar.—Haiphong 27th Mar, Ballast.—M. & Co.

Kohschang, Ger. s.s., 1292, C. Gosewich, 14th April—Bangkok 5th April, Rice and Gen.—M. & Co.

Kumano Maru, Jap. s.s., 3147, H. Fraser, 18th April—Yokohama 10th April, Gen.—N. Y. K.

Kulsang, Br. s.s., 1109, R. C. D. Bradley, 16th April—Calcutta 1st April, Penang 7th, and Singapore 10th, Gen.—J. M. & Co.

Lisa, Ger. s.s., 1477, H. Harndahl, 13th April—Chefoo 7th April, Gen.—S. W. & Co.

Loongsang, Br. s.s., 1092, A. E. Sandbach, 14th April—Manila 11th April, Gen.—J. M. & Co.

Merapi, Dut. s.s., 1557, E. Uldall, 10th April—Singapore 3rd April, Sugar.—D. & Co., Ltd.

Mercedes, Br. transport, 2000, J. S. McGregor, 6th Feb.—from Pulo Condore Island.

Meior-elshire, Br. s.s., 1950, D. Davies, 18th April—Mojit 12th April, Coal.—S. T. & Co.

Monteale, Br. s.s., 6163, H. Parry, 13th April—Liverpool via Newport and Durban 7th Feb, Ballast.—C. P. R. Co.

Murie, Br. s.s., 1865, T. Petersen, 11th April—Bangkok 5th April, Rice.—J. & Co.

Powhatan, Br. s.s., 2703, W. F. Turner, 6th April—Mojit 31st Mar, Coal.—D. & Co., Ltd.

Standard, Nor. s.s., 894, H. N. Bulk, 14th April—Bangkok 8th April, Rice—Aagard, Thorsted & Co.

Suisang, Br. s.s., 1600, T. A. Mitchell, 16th Mar.—Calcutta 27th Mar, Coal.—J. M. & Co.

Tafu, Ger. s.s., 1665, C. Ueberfeldt, 12th April—Swatow 11th April, Ballast.—E. A. T. Co.

Taiwan, Br. s.s., 1912, J. A. Manilla, 13th April—Bangkok 7th April, Rice—Chinese.

Telemachus, Br. s.s., 1350, J. Williamson, 10th April—Saigon 5th April, Rice—Chinese.

Tosa Maru, Jap. s.s., 623, K. Kato, 18th April—Kobe 12th April, Mail.—N. Y. K.

Victoria, Swed. s.s., 987, J. A. Hellberg, 11th April—Saigon 6th April, Rice and Gen.—S. W. & Co.

Wongkok, Ger. s.s., 1115, W. Schmidt, 13th April—Bangkok 7th April, Rice.—M. & Co.

Wray Castle, Br. s.s., 2717, F. McDowell, 14th April—New York 21st Feb, and Singapore 18th April, Gen.—D. & Co., Ltd.

Yang Moo, Korean s.s., 1150, N. Nakatsu, 11th April—Mojit 1st April, Coal.—M. B. K.

Yuenang, Br. s.s., 1128, P. H. Rolfe, 7th April—Manila 4th April, Gen.—J. M. & Co.

Zaffro, Br. s.s., 1618, R. Rodger, 16th April—Manila 14th April, Gen.—S. T. & Co.

Steamers Expected.

Vessels	From	Agents	Due
P. E. Friedrich	Japan	M. & Co.	April 23
Lightning	Singapore	D. S. & Co.	April 23
Silvonia	Singapore	H. A. L.	April 23
Bombay Maru	Mojit	N. Y. K.	April 23
Kgwara Maru	Japan	N. Y. K.	April 24
Prinz Heinrich	Singapore	M. & Co.	April 25
Kumsang	Calcutta	J. M. & Co.	April 25
Laos	Colombo	M. M.	April 30
Tartarus	Vancouver	C. P. R. Co.	May 1
Willehad	Sydney	M. & Co.	May 7

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.	
U.S.S. Barry	at Kowloon Dock.
Dos Hermanos	" "
Hanoi	" "
U.S.S. Bainbridge	" "
Brand	" "
Kotohira Maru	" "
H.M.S. Virago	" "
Alta	" "
Longwo	" "
Marie	" "
Telemachus	" "
Clara Jensen	" "
Alabama	" "

SHANGHAI.

12th inst.	
Erna	K. N. A. Dock.
Kianglo	" "
Justin	" "
Tungkong	" "
Washing	" "
Jason	" "

Ships Passed The Canal.

2nd March—Revenue, C. Ferd. Laitin, Hudson, Stentor, Barra, Malacca, 6th March—Caledonia, Flinthist, Indrapura, Acher, Li-fong, Prince Ellet, Friedrich, 9th March—Caledonia, Ernest Simon, Preussien, Pathan, Rhodan, 13th March—Albia, Triest, Sikh, Bichuana, Devanah, Japan, Monarch, 15th Maru, 17th March—Indan, Moyuna, Salala, Patroclus, Tencer, 20th March—Brizavala, Arcadia, Banader, Sachsen, Anna, Amiral, Asemans, Engineer, Adolph, Sletnar, 24th March—Dardanus, Hector, Palermo, Zetun, Ping Suey, Polyneis, St. Brila, 27th March—Antenor, Benar, China, Indramayo, Indramayo, Ophak, Sikhota, Nantia, 30th March—Jaon, Kouang-Si, Sumatra, Tourana, Spleta, 3rd April—Benmohr, Laos, Palawan, Prince Heinrich, St. Bida, 7th April—Nippon, Caledonia, Douglas, Gaskwar, Princess, Albia, 11th April—Andalucia, Rubia, Sambla, St. George, 17th April—Achilla, Benlar, Benlomon, Gloucy, Hyson, Oceanian, Roor, Vorony, Schuytli, Nithada, Aberlour, Glanville, St. Egbert, Thimbu.	
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Arrivals at Home—2nd March—Nubla, 6th March—Pak Long, 8th March—Pak Long, 10th March—Amoy, Glanville, Roor, Indran, 13th Mar h—Amoy, Caledonia, Hudson, 15th March—Malacca, 17th March—Hallas, Stentor, 20th March—Preussien, Salala, 24th March—Atholl, 27th March—Jyo Maru, Rhenanla, 30th March—Albia, China, Patroclus, 2nd April—Japan, 3rd April—Bachuan, Antenor, Brizavala, Indrapura, Glan, 7th April—Palawan, Tourana, 11th April—Kouang-Si, Ophak, Ping Suey, Benar, 14th April—Sumatra, 17th April—Princess Albia, Spleta, 21st Bida.	
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Post Office.

A Mail will close for—

Shanghai—Per Peking, 20th April, 9 A.M.
Singapore, Colombo and Bombay—Per Toss, 20th April, 11 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Chingto, 20th April, 3 P.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Kumano Maru, 20th April, 3 P.M.

Manila—Per Loongsang, 20th April, 3 P.M.

Shanghai, Yokohama and Kobe—Per Arctida, 20th April, 4 P.M.

Manila—Per Zaffro, 21st April, 10 A.M.

Europe, &c., India, via Tuticorin—Per Arcadia, 21st April, 1 A.M.

Amoy, Swatow, Singapore, Samarang and Surabaya—Per Maru, 21st April, 3 P.M.

Shanghai—Per Shant, 21st April, 3 P.M.

Shanghai—Per Wingsang, 21st April, 3 P.M.

Yokohama and Kobe—Per Obra, 21st April, 5 P.M.

Swatow, Amoy and Foochow—Per Halkan, 21st April, 5 P.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per Dakota, 21st April, 11 A.M.

Chefoo and Newchwang—Per Kwei-yang, 23rd April, 3 P.M.

Chefoo and Newchwang—Per Kwei-lin, 23rd April, 3 P.M.

Singapore, Penang and Calcutta—Per Kut-tang, 24th April, 2 P.M.

Shanghai—Per Kuangsang, 24th April, 3 P.M.

Shanghai, Nagasaki and Vladivostok—Per Daphne, 24th April, 3 P.M.

Shanghai—Per Yachow, 24th April, 3 P.M.

Yamato, Br. s.s., 1013, via Tuticorin—Per Prince Ellet, Friedrich, 25th April, 11 A.M.

Yap, Saipan, Ruk, Ponape, Kusaie, Jaluit, Butaritari, Tarau, Ocean Island, Nauru and Sydney—Per Germania, 27th April, 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Hongkong Maru, 27th April, 11 A.M.

Chefoo and Tientsin—Per Kutichow, 27th April, 3 P.M.

Manila—Per Shaoxing, 27th April, 3 P.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Empire, 27th April, 11 A.M.

Manila—Per Rubi, 28th April, 11 A.M.

Cebu and Iloilo—Per Kaifong, 28th April, 1 P.M.

Manila, Simpsonton, F. Wilhelmshafen, Herberthshoe, Matapu, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Prince Sigismund, 1st May, 10 A.M.

Europe, &c., India, via Tuticorin—Per Ernest Simon, 1st May, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Montague, 2nd May, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 9th May, 11 A.M.

Europe, &c., India, via Tuticorin—Per Polynesia, 15th May, 11 A.M.

Mails.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN,
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for HATYAN,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA,"

Captain W. W. Cooke, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 21st
April, 1906, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Victoria*, 6,222 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement, will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*,
due in London on the 3rd June, 1906.

Parcels will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th April, 1906.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
DJIBOUTI, EGYPT, MAR-
SEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

Captain Bourdon, will be despatched for
MARSEILLES on TUESDAY, the 1st
May, at 1 p.m.

This Steamer connects at Colombo with the
Australian line s.s. *Yarra* bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *POLYNESIE*.....15th May.

S.S. *CALÉDONIEN*.....29th May.

S.S. *SALAZIE*.....12th June.

S.S. *TOURNAI*.....26th June.

S.S. *OCEANIE*.....10th July.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th April, 1906.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
<i>Shawmut</i>	9,606	E. V. Roberts	28th April.
<i>Tremont</i>	9,606	T. W. Garlick	—
<i>Hyades</i>	3,753	J. Alward	—
<i>Lyra</i>	4,417	G. V. Williams	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings.

Hongkong, 4th April, 1906.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SATSUMA".....End of May.

For Freight and further information, apply

DODWELL & CO., LIMITED.

Agents.

Hongkong, 19th April, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CANN ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Con-
fession Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superioress will also be most grateful

for any PAPER, or old ENVELOPES to be made

into Books for the Children of the Poor School,

who are taught by the Sisters.

Hongkong, 22nd April, 1891.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY * * * *

" * * * *

" * * * *

WHISKY, PAUL MALL

" JOHN WALKER & SONS' OLD HIGHLAND

" C. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

" DOURO

SHERRY, AMOROSO

" LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

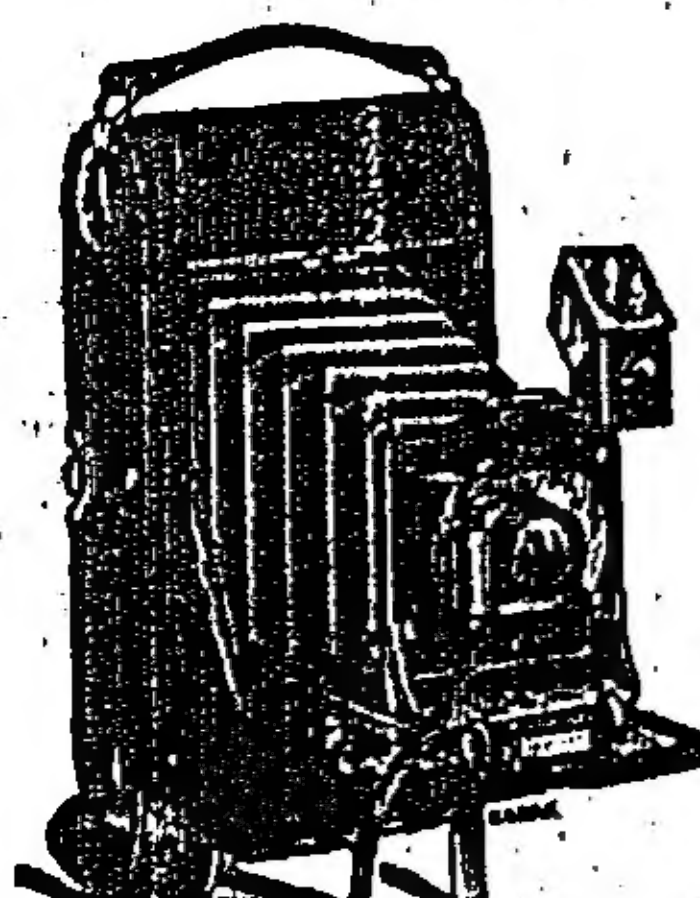
&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1907.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	\$1,000,000 \$9,500,000 \$12,735 \$150,000	\$1,699,777	£1 15s div. and £1 bonus @ ex. 2/0 9/16 = \$26.87 for 2nd half-year 1905	5 %	\$865 London £88.10 \$40 buyers
National Bank of China, Limited	90,925	£7	£65		\$74,099	\$2 (London 3/6) for 1903		
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	5 1/2 %	\$355
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$169,215 \$202,455 \$296,955	Nil.	\$4 1/2 for year ended 30.6.1905	4 1/2 %	\$96 buyers
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Final of 7/6 making 15/ for 1904	5 1/2 %	Tls. 90
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$331,453 \$1,043,930 \$1,152,364 \$800,000 \$11,278 \$15,527 \$1,000,000 \$229,488 \$2,616	\$2,339,112	\$4 1/2 for 1904	5 %	\$790 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$261,638 \$88,941 \$350,000 \$600,000 \$154,331 \$120,000 \$241,150 \$2,990	\$508,334	\$12 and \$3 special dividend for 1904	8 %	\$ 90 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$229,488 \$2,616	\$344,818	\$6 for 1904	7 %	\$87 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,221,928	\$422,618	\$25 for 1904	8 %	\$310 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$261,638 \$88,941	\$6,563	\$1 1/2 for 1905	8 1/2 %	\$18
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$500,000 \$154,331 \$120,000 \$241,150 \$2,990	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$1,000,000 \$331,453 \$1,043,930 \$1,152,364 \$800,000 \$11,278 \$15,527 \$1,000,000 \$229,488 \$2,616	\$2,128	\$1 for second half-year 1905	8 1/2 %	\$25
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000 \$241,150 \$2,990	\$4,431	12/ @ 1/10 = \$6.20 5/16 for 1904	6 1/2 %	\$94
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 20,000 \$1,000,000 \$241,150 \$2,990	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 18 buyers
Do. (Preference)	100,000	£1	£1	\$1,000,000 \$241,150 \$2,990	\$207,815	Final Tls. 14 making Tls. 3 1/2 for 1905	7 %	Tls. 50 buyers
Shell Transport and Trading Company, Limited	10,000	\$10	\$10	\$65,000 \$24,257 Tls. 98,000	\$929	\$1.80 for year ending 30.3.1905	4 1/2 %	\$32
Star Ferry Company, Limited	10,000	\$10	\$5	Tls. 330,479 Tls. 48,000 Tls. 81,200	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	11 %	Tls. 37 1/2 sales
Faku Tug and Lighter Company, Limited	20,000	Tls. 50	Tls. 50	\$350,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	13 1/2 %	\$180 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$132,588	\$3 for 1897		\$25
Luzon Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04		Tls. 72 1/2 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000				
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$80,000 \$26,011	£13,355	Final of 1/1 (No. 5)		Tls. 10.35 buyers
Central Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	none	G. \$90,050	Final of 50 cents making G. \$1 for 1905		G. \$16
Hub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £8,745	No. 12 of 1/- = 48 cents		\$3 sales
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000 \$70,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 %	Tls. 119 buyers
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$50,000 \$65,160 \$20,000	\$8,915	\$2 for 1905	9 %	\$22 1/2
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$49,500 \$38,000 Tls. 487,210 Tls. 57,065 Tls. 17,500	\$362,232	Final of \$3 1/2 making \$6 for 1905	6 1/2 %	\$104
Hong Kong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500 \$38,000 Tls. 487,210 Tls. 57,065 Tls. 17,500	\$362,232	\$6 for second half-year 1905	7 1/2 %	\$169 sellers
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$49,500 \$38,000 Tls. 487,210 Tls. 57,065 Tls. 17,500	\$362,232	\$1 for 1905	6 %	\$17 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 3,200 Tls. 57,065 Tls. 17,500	Tls. 52,465	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 22 1/2 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	8 1/2 %	Tls. 215 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year		Tls. 100
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$14,516	\$9,028	\$2 1/2 for year ended 30.6.1905	8 1/2 %	\$30
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18
Do. (new issue)	24,000	\$15	\$15	none	\$4,719	7 % on \$7 1/2 for 1905		\$15 1/2 buyers
Do. (Founders')	123	\$15	\$15	\$648,975 \$24,071 \$250,000 Tls. 24,986 none \$4,697 \$28,386 \$50,000 none	\$619	\$5 for second half-year 1905	7 1/2 %	\$133 1/2 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975 \$24,071 \$250,000 Tls. 24,986 none \$4,697 \$28,386 \$50,000 none	\$619	Final of \$3 1/2 making \$7 for 1905	6 %	\$16 1/2 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$250,000 Tls. 24,986 none \$4,697 \$28,386 \$50,000 none	\$67,839	Interim of Tls. 1	14 %	Tls. 17
Hotel des Colonies Company, Limited	2,000	\$100	\$100	none	\$4,697	Final of \$6 making \$10	10 %	\$100
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,697	80 cents for 1905	7 %	\$1 1/2
Humphreys Estate & Finance Company, Limited	250,000	\$10	\$10	\$50,000 none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574			
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 909,593 Tls. 170,000 none	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 120 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53
COTTON MILLS.								
Iwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939 \$30,000	Tls. 100,000	Tls. 8 for year ended 31.10.1905	12 1/2 %	Tls. 65 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	6 %	\$14 1/2 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898		Tls. 62 1/2 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	12 %	Tls. 66 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,886	Tls. 25 for 1905	8 1/2 %	Tls. 300 sales